

AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,
INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

SATURDAY, MARCH 9, 1861.

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ESTABLISHED IN 1831.

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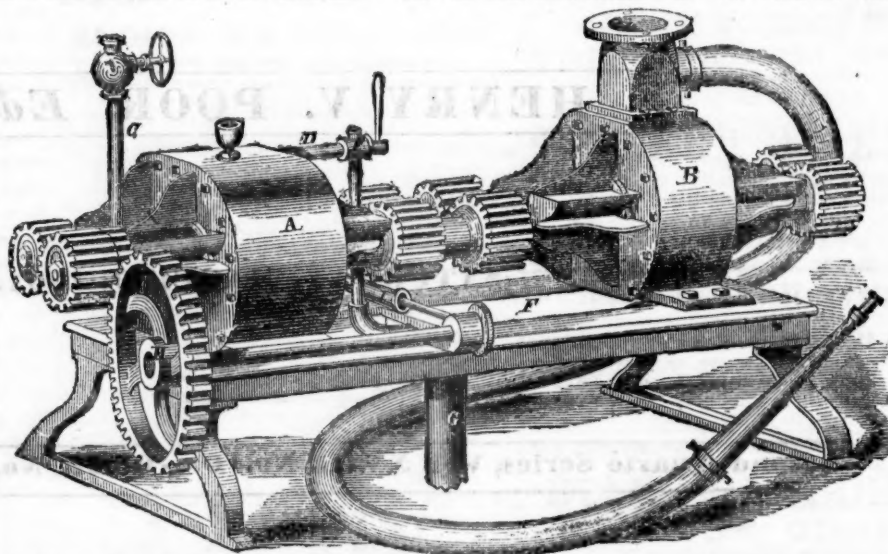
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SECOND QUARTO SERIES, VOL. XVII., No. 10.]

SATURDAY, MARCH 9, 1861.

[WHOLE No. 1,299, VOL. XXXIV.]

Mr. FREDERIC ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, is the authorized European Agent for the Journal.

PRINCIPAL CONTENTS.

Delaware, Lackawanna and Western Railroad.	189
Vicksburg, Shreveport, and Texas Railroad.	190
New Brunswick, and Canada Railway and Land Company.	190
Canal Tolls, Trade and Tonnage.	191
Railways in the British Colonies.	192
Illinois Central Railroad.	193
Railways in New Brunswick.	193
Share and Money Market.	200
Providence and Worcester Railroad.	201
Railroad Interests in Missouri.	201
Real and Personal Property in Indiana.	202
Journal of Railroad Law.	202
New Haven, New London and Stonington R. R.	202
Vicksburg, Shreveport and Texas Railroad.	203
La Crosse and Milwaukee Railroad.	204

American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, March 9, 1861.

Railroad Reports.

RAILROAD COMPANIES will oblige us by sending us copies of their Reports as soon as they are published.

Delaware, Lackawanna and Western Railroad.

From the annual report of the Directors of this Company for the fiscal year ending December 31, 1860, we learn that the revenue derived from the several branches of the transportation department was as follows, viz:

From Transportation of coal.	\$1,730,186 51
" " Merchandise.	289,321 12
" " Exp. freight.	8,494 72
" " Mails.	9,615 89
" " Passengers.	126,333 68
" Storage, rents, telegraph, etc.	1,480 37
" Use of locomotives.	12,044 77
" Use of cars.	13,859 45
Total.	\$2,191,336 52
Expenses (a fraction less than 40 per cent.)	874,647 92
Profit.	\$1,316,688 60
The earnings of this department, for 1859, were.	1,062,446 30
Increase 24 per cent.	\$254,252 30

The number of tons of coal on hand December 31, 1859, was.	46,113 02
Received by the Company from lands owned and leased by them.	570,685 06
Purchased from other parties.	509,542 04

Of which there was sold and delivered	1,126,340 12
	1,058,883 17

Leaving on hand Dec. 31, 1860.	67,456 15
--------------------------------	-----------

The coal moved in 1860, was more than 80,000 tons in excess of the estimate contained in the last annual report; and was an increase of 250,792 tons over the quantity for 1859.

The value of coal on hand December 31, 1859, was.	\$154,410 90
Amount paid for running and purchase of coal, transportation to market, and all other expenses of coal department in 1860.	3,445,244 80
	\$3,599,655 70

Amount received for coal sold and rents in 1860.	\$3,181,888 91
Value of coal on hand December 31, 1860.	211,214 85
	3,993,103 76

Loss.	\$206,551 94
-------	--------------

Nothing is here allowed for the coal mined from the lands owned by the Company; and the freight is calculated at 2 cts. per ton per mile over the Company's own road, and what is actually paid on connecting roads, with a charge on the latter for the use of engines and cars.

The total capital stock is 106,867 shares, equal to \$5,343,350, on which \$5,189,147 33 has been paid.

The expenditures on construction account (exclusive of Warren Railroad) during the year 1860, amounted to \$234,258 06—of which \$42,600 has been transferred to the debit of renewal fund.

The equipment consisted of 74 locomotives; 17 passenger, 5 baggage and express, 379 freight, 4,014 coal, and 24 wreck, caboose and derrick cars.

The amount expended on the Warren Railroad during the year has been.	\$106,963 11
Previously expended.	1,596,585 49
	\$1,703,548 60

For the expenditures made on this road, this

company receive an equal amount of the capital stock of the Warren Railroad Company.

The vessel property has been increased by the purchase of three new coal barges at a cost of \$12,660 97. The property in this department now consists of 18 barges and 1 schooner.

In pursuance of the provisions contained in the 1st mortgage bonds of 1875 (Eastern Extension), a sinking fund for their redemption was commenced in April, 1860, and \$57,000 of the said bonds have been purchased and canceled for that account. There is nearly enough on hand for the requirements of April, 1861. Measures having been taken to redeem the Income Bonds of the company at par, the Sinking Fund heretofore opened to retire them has been closed.

INCOME ACCOUNT.

The balance to the credit of this account, 31st December, 1859, was.	\$598,529 25
Deduct amount of bad debts accrued since opening of road to 31st December, 1859, heretofore standing in suspense account, and now charged off as losses.	40,551 68

\$557,977 57

Add:—

Profit in transportation department.	\$1,316,688 60
Profit on bonds retired in Sinking Fund (closed), including interest accrued thereon.	28,823 19
Interest on Warren R. R. stock (other than that in renewal fund).	3,755 91
	\$1,352,267 70

Less:—

Loss in coal department.	\$206,551 94
Insurance, taxes & bad debts incurred in 1860.	17,611 40
Balance of General Interest account.	3,063 81

227,227 15

Net income for 1860.	1,125,040 55
Total.	\$1,683,018 12

DEBITS.	
Interest on 1st mortgage bonds of 1871.	\$63,000 00
" " " " 1875.	104,930 00
" " " " 1881.	179,386 67
" " " " 1882.	17,455 58
" " " " 1885.	1,510 83
" " " " 1887.	24,366 40
" " " " Warren Railroad bonds.	42,000 00
" " " " stock.	76,321 50
Rent of Cayuga and Susquehanna R.R.	54,600 00
Three years' interest on capital stock (say 18 per cent. on \$3,360,250) to December 31st, 1859, paid in April, 1860, in stock.	603,458 75
Dividend out of earnings for six months ending 30th June, 1860, indorsed on new scrip (say 6 per cent. on \$4,011,050).	240,663 00
Balance of income account.	275,325 39

\$1,683,018 12

BALANCE SHEET, December 31st, 1860.

Cost of railroad and equipment.	\$9,145,951 41
" coal lands and improvements.	462,882 87
" barges.	59,956 42
" house and lot in Oswego, (taken for debt.)	1,400 00
" coal yards.	3,464 41
Cash on hand.	61,288 79
Bills receivable.	291,832 27
Accounts receivable.	368,285 74
Materials on hand.	309,035 08
Coal on hand.	211,214 85
Stock of Warren R. R. Co. (besides that in renewal fund).	106,150 00
Stock of Washington Mills, (taken for debt.)	9,500 00
Bond of Lackawanna Iron and Coal Company, due July 1st, 1861.)	1,000 00
Scrip of Atlantic Mutual Insurance Company.	1,340 00
Assets of renewal fund, (cost).	428,400 00
" reserved fund, (cost).	126,647 66
" sinking fund of 1875, (cost).	56,000 00
" " " 1871 and 1881, (cost).	25,721 48
Suspense account, (notes and claims past due.)	10,286 24
	\$11,680,357 22
Capital stock paid in.	\$5,189,147 33
Mortgage bonds, (including \$145,000 in reserved fund, \$56,000 in sinking fund of 1875, and \$42,000 in sinking fund of 1871 and 1881.)	4,957,500 00
Income bonds, (including certificates unredeemed, and \$28,430 in reserved fund.)	265,416 57
Fractional certificates of Warren Railroad stock.	1,939 88
Renewal funds.	257,405 87
Bills payable.	327,339 03
Accounts payable.	406,283 15
Income account.	275,325 39
	\$11,680,357 22
The renewal fund Dec. 31, 1859, was	\$410,144 29
Add interest accrued to Dec. 31, 1860.	22,311 58
	\$432,455 87
Deduct cost of five new engines.	46,600 00
	\$385,855 87
Deduct also stock of L. & B. R. R. Co., unavailable.	182,450 00
Balance of renewal fund.	\$257,405 87

The par value of the assets of this fund is stated at \$434,950.

OFFICERS FOR 1861.

President—CHRISTOPHER R. ROBERT.

Vice-President—DRAKE MILLS.

Managers—Drake Mills, John J. Phelps, William E. Dodge, Moses Taylor, George Bulkley, George W. Scranton, John I. Blair, Henry Young,

Charles H. Marshall, Samuel L. Mitchell, Rufus R. Graves, Lowell Holbrook, Simeon B. Chittenden, Samuel Wetmore.

Treasurer and Secretary—ANDREW J. ODELL.

Vicksburg, Shreveport and Texas Railroad.

The Monroe, La., Register, of January 31 thus announces the opening of this road to that place:

It is with infinite pleasure we announce the arrival of the through train from Vicksburg to this place on Sunday last. Yes, it is an unquestionable fact, the cars have arrived and the citizens of Monroe and vicinity are now living within a few hours ride of Vicksburg and New Orleans. The train left De Sota at 11 A. M. and arrived here at 5 P. M. The honors of the occasion were celebrated in a most appropriate manner at the residence of the Hon. John Ray, one of the fathers of the road. The gentlemen who accompanied the train inform us, that everything worked admirably and that nothing occurred on the trip calculated to beget the slightest distrust of the capacity of the road. The entire working of the concern, from beginning to end, is pronounced good, very good. We hail the happy event as one of abiding interest to the citizens of all North Louisiana and Eastern Texas, and from the bottom of our heart, we wish the enterprise every possible success.—The directors and officers of the road are entitled to and have the people's most cordial congratulations.

New Brunswick and Canada Railway and Land Company.

REPORT OF THE LONDON DIRECTORS.

Referring to the offers mentioned in the last half-yearly report, your Directors have the satisfaction of informing the proprietors that they have succeeded in obtaining a contract, guaranteed by sureties, with Messrs. Walker, Johnstone and Co., for the completion of the line—payments to be made in the debentures of the Company. Mr. Osburn was subsequently instructed to employ the money with which he had been furnished on his leaving England (£15,000) in the payment of the most pressing liabilities, and your Directors have also raised and remitted to him a further sum of £10,000 for the same purpose. With these amounts, Mr. Osburn has paid off liabilities in the shape of judgment debts, overdue contractors, certificates, wages, &c., to the extent of about £23,000, and has expended the remainder in such necessary repairs to the finished portion of the railway as were most urgently required. Mr. Osburn was also instructed to make most careful examination and inquiry as to the position of the Company's affairs in the province, and the actual amount of liabilities existing there. From his report it appears that debts still remain to be liquidated to the extent of about £24,000. The liquidation of these liabilities is of the utmost importance, not only because it is a condition in the contract with Messrs. Walker and Co. that all the Company's debts in the province should be paid, but also to prevent the creditors proceeding to a sale (already threatened) of the Company's property, the damaging effect of which it would be impossible to overrate. In addition to this sum of £24,000, rails must be procured for the last section of 25 miles, repairs on the constructed portion of the line, and engagements in this country provided for; and for these purposes £80,000 will be required—making a total to be raised of £104,000. Your Directors have negotiated in many quarters with a view to procure at least a portion of this sum on loan, for a term of years, but hitherto without success. The contractors have several hundred men employed upon the works; and it is reported that, from the judicious arrangements made by them, their operations may be continued without serious interruption during the winter, notwithstanding the severe frosts incidental to that climate. Your Directors have appointed Mr. Osburn, manager and engineer-in-chief, thereby dispensing with the services of

Mr. Julius Thompson, manager, and Mr. Buck, the engineer. This arrangement is more economical and at the same time tends to greater efficiency, as it is found that, at any rate during construction, it is of great importance to combine, in one person, the office of engineer and manager. Your Directors have received a proposal from Messrs. Walker, Johnstone and Co., to lease the railway for one year from its final completion at a rental of £9,600, payable in monthly sums of £800 each on the first day of each month. Messrs. Walker and Co., have further offered, pending the completion of the railway, to lease the constructed portion of the line, being the first 65 miles from St. Andrews, at the rate of \$100 per month—a rate which, on opening the additional 10 miles to Bel River, they propose to increase to £250 per month. Your Directors have not thought it for the interests of the Company to accept these proposals. Should, however, it be deemed expedient to entertain the plan of leasing the railway for a limited period, they are of opinion that a more remunerative offer would be forthcoming. Your Directors have sent out bills, to be laid before the legislature of New Brunswick, consolidating the Company's acts of parliament and relieving the Company from all questions as to its title to the land and the direction and period of completion of the line of railway and the branch to the Ledge. Your Directors have also sent out a bill empowering the New Brunswick Government to grant a guarantee of £30,000 a year in the event of the Company extending the railway to the Canadian boundary; and this, if met by a similar guarantee from the Canadian Legislature, and would constitute a permanent subsidy for an extension to join the Grand Trunk Railway on the St. Lawrence. Your Directors cannot conclude this report, without urging upon the Shareholders this absolute necessity of immediately raising the sum above referred to, or at least the amount requisite to give validity to the contract with Messrs. Walker and Co. as the very existence of the Company is dependent upon such a course being forthwith adopted. Since this report has been in preparation, your Directors have received an official communication from Mr. Tilley, the provincial secretary, to the effect that the New Brunswick Government are prepared to transfer to this Company a further grant of 30,000 acres of land, "upon certain conditions, which will be communicated at an early date." A resolution will be proposed to you for holding the half-yearly meetings in the months of February and August, instead of January and July, as at present—an arrangement that will give more time for the receipt of returns from New Brunswick, and enable the half-yearly accounts to be accurately closed to 30th June and 31st December respectively. Your Directors regret to announce that Mr. Tegg has been compelled, from ill-health, to resign his seat on the board. The Directors retiring from office, on this occasion are Mr. Wickham and Mr. Edwards, who severally offer themselves for re-election. Mr. Howden, the retiring auditor, also offers a continuance of his services.

STATEMENT OF ACCOUNT, being amounts Received and Expended to Dec. 31, 1860.

RECEIPTS.

Deposit on 10,749 shares, issued at £2 per share.	£21,498
Less on 1,522 forfeited and canceled shares.	3,044
Existing, 9,227 shares.	£18,454
Calls on above, less arrears.	153,650
Moneys in advance of calls.	16
Moneys received on 1,522 forfeited and canceled shares.	3,674
New Brunswick Government.	18,000
Mortgage bonds.	3,275
Land account (balance of).	353
Temporary loan.	34,000
Balance.	32,862
	£264,283

EXPENDITURES.

Preliminary expenses, including liabilities of the St. Andrew's and Quebec Railroad Company, paid by agreement; also repairs on old section of Railway.....	£11,062
Construction to Nov. 30, 1860—Main line including extension to Market Wharf.....	185,366
Permanent way.....	44,429
Station buildings.....	10,367
Plant and stock.....	25,597
Interest made to Shareholders.....	12,543
Interest and commission including discount.....	3,048
Mortgage interest.....	85
Law and parliamentary.....	7,053
General charges—New Brunswick.....	8,046
General charges—England—including salaries, rents, stationery, printing, office and miscellaneous expenses.....	4,620
Direction and audit.....	2,068

£264,283

CAPITAL AND LIABILITIES.

Capital.....	£345,000
Mortgage bonds.....	3,275
On acceptance.....	12,126
Construction and labor.....	51,339
Law expenses.....	4,126
Miscellaneous.....	2,089
Temporary loan.....	34,000
Profit and loan—	
Land account—balance of.....	355
Land, 70,000 acres (value not returned).	

£427,308

PROPERTY AND ASSETS.

Railway and works and stations buildings, including all charges.....	£350,687
Land 70,000 acres (value not ascertained)	
Movable property—Plant and stock.....	25,597
Bills receivable.....	1,958
Arrears on calls considered good.....	1,746
" " doubtful.....	10,690
" " bad.....	26,766
Unissued shares.....	5,020
Cash and securities.....	4,844

£427,308

Canal Tolls, Trade and Tonnage.

ANNUAL REPORT OF THE AUDITOR.

The Auditor of the Canal Department, in accordance with the requirements of the statutes submits to the Legislature the Annual Report of the tolls, trade and tonnage of the Canals of this State during the season of navigation for the year 1860; and all the matters which are required to be presented to the Legislature are fully and particularly set forth in the annexed tables.

The additional table and comparative statements which will be found embodied in this report, have been carefully compiled from official documents in the Auditor's possession, in order to show, as far as practicable, a comprehensive view of the trade and tonnage, as well by the canals as the railroad lines, between the great lakes and the Hudson River and New York.

The whole amount of tolls received was as follows:—

Toll on boats and passengers.....	\$199,479
" products of the forest.....	\$657,624
" animals.....	13,039
" vegetable food.....	1,574,890
" other agricultural products.....	1,348
" manufactures.....	87,956
" merchandise.....	223,885
" other articles.....	251,876

2,810,118

\$3,009,597

The whole amount of tonnage transported on the canals during the last season was as follows:

Products of the forest.....	1,509,977
Products of animals.....	19,882
Vegetable food.....	1,659,158
Other agricultural products.....	3,714
Manufactures.....	1,682,754
Merchandise.....	268,759
Other articles.....	250,360
	938,864
	4,650,214

The value of such tonnage is as follows:—

Products of the forest.....	\$10,654,710
Products of animals.....	\$5,030,067
Vegetable food.....	49,710,838
Other agricultural products.....	1,098,072
Manufactures.....	55,838,977
Merchandise.....	8,112,177
Other articles.....	84,252,425
	11,989,909
	\$170,849,198

The total movement of freight, or number of tons carried one mile, during the last season of navigation was as follows:—

Products of the forest.....	238,130,849
Products of animals.....	3,084,416
Vegetable food.....	380,061,374
Other agricultural products.....	464,000
Manufactures.....	383,609,790
Merchandise.....	28,019,208
Other articles.....	55,971,250
	103,793,499
	809,524,596

The whole amount of tonnage arrived at tide-water by way of Erie Canal, from Western States and Canada, during the last season of navigation, was 1,896,975 tons. The whole amount of tonnage arrived at tide-water, the product of this State, during the same period, was 379,086 tons.

The whole number of barrels of flour arriving at tide-water through the Canals, during the last season of navigation, was..... 1,240,908

The whole number of bushels of wheat arriving during the same period was 19,204,000, which turned into flour, calculating five bushels to the barrel, would make..... 3,840,800

Total in barrels..... 5,081,708

The whole number of bushels of corn arriving at tide-water during the same period was 14,430,857. The total number of new boats registered during the last year was 403, with a total tonnage of 48,355, making an average tonnage of 120.

The whole number of lockages at Alexander's lock, for the season, was 32,439, and the greatest number of lockages at any one lock was 85,490, at lock 32, Fort Plain.

Comparing the season of 1859 with that of 1860, it shows an increase in revenue of \$1,285,652, and an increase in tonnage of 868,530, divided among the different classes of articles as follows:—

Products of the forest.....	decrease 32,058
Products of animals.....	" 16,269
Other agricultural products.....	" 3,264
Manufactures.....	" 30,662
	82,253
Vegetable food.....	increase 885,503
Merchandise.....	" 39,178
Other articles.....	" 26,102
	950,783
	868,530

The increase in lockages at Alexander's lock is 12,165.

In flour and wheat, comprised in the returns of vegetable food, there has been an increase of tonnage the past year of 495,358, and an increase of tolls of \$543,144. In corn and oats there has been an increase during the same period of 395,424 tons, and an increase of tolls of \$448,

402. Under the head of "Products of the forest" there was an increase in tonnage upon shingles, boards and scantling, as compared with 1859, of 8,941, and a decreased tonnage upon timber, staves and wood of 37,846 tons, and a decrease in pot and pearl ashes of 3,362. Under the head of "Other articles" there was an increase in the tonnage of mineral coal for the same period of 48,420, and a decrease in sundries of 23,990 tons.

The whole number of bushels of barley transported on the canals in 1859 was..... 3,564,541

The whole number of bushels transported in 1860 was..... 3,814,416

Showing an increase in 1860 of... 249,875

The following comparative statement shows the number of tons of each class of property carried on the canals during the season of navigation in the year 1860, and on all the railroads in the State from the 1st of October, 1859, to the 30th of September, 1860, inclusive. Compared with 1859, the canal tonnage has increased 868,530, and the railroad tonnage 882,490. The canal tonnage is not duplicated by reshipments or shifting cargoes to be recleared; the railroad tonnage is duplicated to a very considerable extent. All the New York Central Railroad tonnage, received from and delivered to its connecting lines, is duplicated, and the same remark is applicable to the New York and Erie Railroad and its connections. The tonnage of the railroads was largely in excess of the canals in the "Products of animals," "Other agricultural products," "Manufactures," and "Merchandise".—

	Total tons carried..	4,650,214	4,741,773	9,391,987	
Products of the forest.....	1,509,977	373,424	1,883,401		Tons of each class carried on the canals.
Product of animals.....	19,882	806,619	916,401		
Vegetable food.....	1,659,158	1,103,640	2,763,798		Tons of each class carried on all the railroads.
Other agricultural products.....	3,714	143,219	146,933		
Manufactures.....	268,759	611,916	780,676		Total tons of each class carried on the canals and railroads.
Merchandise.....	250,360	783,811	1,033,171		
Other articles.....	938,864	980,244	1,868,608		

The whole number of tons carried one mile on the canals was 809,524,596, and on the railways 564,050,505. Compared with 1859, the mileage on the canals has increased 264,896,649, and that of the railroads 130,625,064. The increase on the canals, compared with 1859, in vegetable food was 885,503 tons; on the railroads 337,223. The tonnage on the railways and canals in merchandise has increased on both. The aggregate of this increase in 81,557 tons.

The Pennsylvania and Sunbury and Erie Railroads.

The State Senate has passed the bill to commute the tonnage tax on the Pennsylvania Railroad, and also the bill to change the title of, and extend relief to, the Sunbury and Erie Railroad. They now each require only the signature of the Governor to perfect them as laws, which it is understood they will receive with little delay. As the result of the removal of the tonnage tax we hope to see freight forwarded from Chicago and landed on the Delaware wharves here without breaking bulk, and at lower freight charges than it can be carried by any rival line. The relief

granted to the Sunbury and Erie Railroad will, it is understood, enable the Company to carry it to completion within a year, or a year and a half at most, and to the entire amount of its business, much or little, will our city be advantaged.—*Philadelphia Commercial List*, March 2, 1861.

Railways in the British Colonies.

As a meeting of the Institute of Civil Engineers, recently held in London, an interesting account was given of the progress made in the construction of railways at the Cape of Good Hope, New South Wales, Victoria, South Australia, etc.

At the Cape of Good Hope, a line of railway had been commenced, designed to run from Cape Town, through Stellenbosch, to the Paarl and Wellington, a distance of about 58 miles, the first section of which was nearly completed and would shortly be opened.

The Australian railways, with the exception of two or three short lines near Melbourne, all belong to the government, and have been carried out by means of loans.

The railways in progress in New South Wales were the Great Southern, the Great Western and the Great Northern. The Southern or main trunk line from Sidney, ultimately intended to join the Victorian system of railways at the river Murray, had been opened as far as Campbelltown, a distance of 34 miles. Up to Paramatta, 18½ miles, there were two lines of way, and beyond, only a single line. A further length of 20 miles, as far as Picton, was expected to be completed in a few months. The cost of the double line, including rolling stock and machinery, and workshops at the terminus, had amounted to upwards of £40,000 a mile, and of the single line about £10,000 a mile. Trial surveys had been made, and estimates prepared of the cost of extending this line to Goulburn, from which it appeared that the natural difficulties were such as would necessitate an expenditure greatly in excess of that hitherto incurred. The Western, starting from the Southern, 1½ mile west of Paramatta, was opened as far as Blacktown, on the Windsor road, a distance of 8 miles, in August last. The cost had averaged about £10,500 a mile of single line. The works were now in progress up to Penrith, a further distance of 12 miles. This line was at present proposed to be carried out to Bathurst and extensive surveys and explorations had been made of the country between the Hawkesbury and that place, including the valley of the Grose, in order to discover a practicable route by which to pass the range of the Blue Mountains. The Northern Railway started from Newcastle, about 60 miles north of Sidney, between which places there was steamship communication daily. The line was opened two years ago to East Maitland, and subsequently to West Maitland, a distance of 20 miles; and in August last to Lochinvar, a further length of 8 miles. From Lochinvar to Singleton, 23 miles, the works would be finished in the middle of 1861. The expenditure had amounted to about £12,000 a mile of single line. The country was under survey beyond as far as Muswellbrook, 70 miles. It abounded in minerals, particularly in coal, from which all the Australian colonies, as well as India and China, might be supplied.

In Victoria, the railways now open were the Geelong and Melbourne, a single line, forty miles long, passing through a level country, in connec-

tion with which there were extensive piers and wharves at Williamstown, the port of Melbourne. Also the Suburban Railways, which had been constructed by private companies, in whose hands they still remained. These were: 1, Melbourne and St. Kilda; 2, St. Kilda and Brighton; 3, Melbourne to Richmond, Hawthorne and Brighton; and 4, Melbourne and Hobson's Bay, a double line, three miles in length. The great lines to the interior were: 1, Melbourne and Mount Alexander, to Castlemaine, Sandhurst and Echuca, on the river Murray, a length of 152 miles. The main line had been opened to Sunbury, 22 miles, and also the branch to Williamstown. The portion of the line from Sunbury to Woodend, 28 miles, was expected to be finished early next year. 2, Geelong and Ballarat, a length of 53 miles, of which no part was yet open. The estimated cost of these two lines, both of which would consist of a double way, was seven millions (upwards of £34,000 a mile), of which three millions sterling had been already raised and expended. With respect to the general character of the country, it was described as rising regularly from the coast to the dividing range—with the exception of one sudden step of 300 feet—to a height of about 2,000 feet in 40 miles. There were occasional chasms, or ravines, 100 to 500 ft. in depth, and 660 to 3,300 feet in width, through which the water falling on the higher ranges was discharged with impetuous velocity. But there was a total absence of those great leading valleys which were found in England. The larger rivers, creeks, and ravines had been crossed generally by viaducts constructed with abutments and piers of bluestone masonry, and wrought iron superstructures. The permanent way was of the most substantial character, consisting of a double-headed rail, weighing 80 lbs. per yard, finished, and laid in chairs in the ordinary way, on native timber sleepers.

In South Australia, a double line of railway, from Port Adelaide to Adelaide, a distance of 3½ miles, had been opened for three or four years, and a single line from thence to Gawler, 29 miles, for two years and a-half. From Gawler to Kapunda, 16 miles, the line was opened this year. It was proposed to extend this line northwards.

Parties requiring the professional services of a thoroughly competent engineer, will please address W. G. WHEATON, Esq., C. E., Peoria Ill. From a long practical experience as Civil Engineer, and the Chief of several railroads in the North-West, he feels competent to undertake and successfully carry through any and all branches of the profession in railroad engineering. Companies wanting a permanent engineer, or preliminary surveys, reports, estimate, plans or specifications, can be accommodated. Also, older companies in need of an engineer to re-construct and keep in repair their road will do well to employ him. His references are Hon. Wm. Ogden, President C. & N. W. R. R. Co., Chicago, Ill.; Henry Farnam, Esq., President C. & R. I. R. R. Co., Chicago, Ill.; John B. Turner, Esq., Ex-President G. & C. U. R. R. Co., Chicago, Ill.; John Van Nortwick, President C. B. & Q. R. R. Co., Batavia, Ill.; Isaac Underhill, Ex-President P. & H. R. R. Co., Peoria, Ill.; Thos. C. Durant, Esq., C. & R. I. R. R. Office, 13 William Street, New York.

Liabilities of Railroads for Cattle Killed in the State of Delaware.

An important decision, involving the rights and liabilities of railway companies, and the owners of cattle killed by trains when on the track, has just been made by Chief Justice Gilpin, of the State of Delaware. Four main points were made by the learned judge, and were established by his decision as the law of his particular jurisdiction, to wit:

1. That a railroad company, legally chartered, has the unobstructed right of way over its own road.
2. That it cannot be held in damages for any loss which owners of cattle may sustain if their cattle are killed or injured while upon the track, and when due diligence and caution are observed on the part of those in charge of the train to prevent said destruction or injury.
3. That the company is not bound to fence in the lands or farms along the line of road merely for the sake of keeping cattle off the track; but that it is the duty of owners of cattle to see that such cattle do not interfere with and obstruct the passage of trains, and thus become trespassers.
4. That persons who suffer their animals to roam at large upon the track, to the detriment of the travel by obstructing the road, are liable in a suit for trespass thereof.

Bombay, Baroda and Central India Railway.

The second section (45½ miles in length) was completed on 1st January for public traffic, and its formal opening by Sir George Clark, the Governor of Bombay, was appointed to take place about the 17th of that month, making 81¼ miles open for traffic between Surat and Baroda. There is, however, at present a break in the line, where the Nerbudda river crosses it at right angles, over which the traffic is now conveyed by ferry-boats; but, as the works on the Nerbudda bridge are progressing with great rapidity, it is expected that this gap in the line will be filled up on 1st May next by the completion of that magnificent iron bridge of 60 spans and 3,750 feet in length, being the most difficult work on the line. There are 15 intermediate stations on the 81¼ miles between Surat and Baroda; the district being very populous, it is expected that the traffic will be very considerable. On 1st February, 1860, the first section (29 miles in length) was opened for traffic from Amrolee to Unklesur, a district between the Taptee and Nerbudda rivers. On the completion of the Taptee bridge (of 32 spans) in the latter end of last November, the first section was extended across the Taptee to Surat at one end, and to the bank of the Nerbudda at the other end, thus adding 6¾ miles to it, and making the length then opened 35¾ miles. The Taptee bridge is about 2,000 feet in length, crossing a strong tidal river, and having alluvial foundations. The piers are constructed of iron screw piles and diagonal bracing, the superstructure consisting of wrought-iron girders. This bridge was opened for traffic within one year from the first commencement of its erection, including a delay of four months during the monsoon. It should be mentioned that immediately after the opening of this bridge and the additional 6¾ miles, the average traffic per mile on the 29 miles was doubled over the whole length of the 35¾ miles. The additional 45½ miles opened on 1st ult., make in all 81¼ miles opened to that date. It is expected that 14 additional miles, from Baroda to the Mhye river, will be opened for traffic in the course of next month, making 95 miles. The sanction of the Government having been given to the resumption of the works, which were suspended by them on the portion of the line from Surat to Bombay, it is also confidently expected that a further section of 40 miles from Surat to Bulsur will be opened for traffic in June next, making together a continuous line 136 miles in length, passing all the way through the best cotton district of India.—*London Railway Times*.

Current Prices of Metals.

(Furnished to *Herapath's Railway Journal*, by Messrs
TUGMAN & FAY, Metal Brokers of London and Liverpool.)
London, Feb. 7, 1861.

IRON.		£ s. d.	£ s. d.
Railway bars, f.o.b. Wales... per ton.	6 10 0	to	5 15 0
Do. Tyne or Tees.....	5 5 0	"	5 15 0
Do. chairs, Wales or Clyde ..	3 15 0	"	4 0 0
Do. fish plates, Wales ..	7 0 0	"	7 10 0
Pig, No. 1, Wales.....	2 15 0	"	3 5 0
Pig, No. 1, Clyde.....	2 9 0	"	2 12 0
Pig, No. 1, No. 2.....	2 8 6	"	2 11 0
British bar, London.....	6 5 0	"	6 7 6
Nail rods, London.....	7 0 0	"	8 0 0
Do., Staffordshire, London ..	7 10 0	"	8 0 0
Bars, ".....	7 10 0	"	8 10 0
Hoops, London.....	9 0 0	"	9 10 0
Sheets, single, London.....	9 5 0	"	10 5 0
Swedish, London.....	11 10 0	"	11 15 0

COPPER.

Sheeting, bolts, etc. per lb.	0 0 0	"	0 0 11
Bottoms	0 1 0	"	0 1 1
Old	0 0 9	"	0 0 10
Tough Cake..... per ton.	102 10	"	0 0 0
Tile and ingots	102 10	"	0 0 0
Best selected	105 10	"	0 0 0
Burra Burra.....	100 0 0	"	101 0 0
South American.....	90 0 0	"	91 0 0
Yellow metal	0 0 9	"	0 0 9
LEAD—English pig	21 5 0	"	21 10 0
Sheet	22 5 0	"	0 0 0
Patent shot	25 0 0	"	25 10 0
Spanish pig (soft).....	20 15 0	"	21 0 0
QUICKSILVER	75 lbs.	"	0 0 0
STEEL—Swedish in kegs, per ton.	17 10 0	"	0 0 0
Swedish in fagots.....	19 0 0	"	19 10 0
English spring.....	18 10 0	"	24 0 0
SPELTER	18 10 0	"	0 0 0
ZINC—Nos. 9 to 18.....	25 0 0	"	25 10 0
TIN—English block & ingot ..	128 0 0	"	0 0 0
English bars.....	129 0 0	"	0 0 0
Do. refined.....	130 0 0	"	0 0 0
Banca	130 0 0	"	0 0 0
Straits.....	120 0 0	"	121 0 0
TIN PLATES—Charcoal l.c.p. box.	1 9 0	"	1 11 0
Charcoal l.c.	1 15 0	"	1 17 0
Coke l.c.	1 3 6	"	1 5 0
Coke l.c.	1 9 6	"	1 11 0

Illinois Central Railroad.—Locomotive Department.

The machinery on this road seems to have been maintained and run during the past year, with a good degree of economy, as will be seen by reference to the following abstract, furnished us by S. J. Hayes, Esq., Superintendent of Machinery on the road:

Total number of engines	112
Number of miles run by passenger trains, 926,843	
" " freight trains .. 1,124,562	
" " construction and wood trains .. 386,417	
" " all the trains .. 2,437,822	
Bbls. waste used	31,429
Gallons oil	21,114
Cords of wood used	46,576
Tons coal and coke used	16,490
Wages paid firemen and engineers.....	\$96,623
Cost of repairs	148,502
Value of oil, tallow and waste used	19,160
Value of wood and coal used.....	212,009
Cleaning engines.....	15,477

Total cost of maintaining and running machinery.....	\$491,773
Average cost of wood and coal per mile run. 8.70	
" " oil, waste and tallow " .78	
Wages of firemen and engineers per mile... 3.96	
Cost of repairs per mile	6.10
" cleaning engine per mile.....	.63
Total cost per mile of running and maintaining machinery	20.17
Average miles to pint of oil	14.43
" " cord of wood.....	41.35
" " ton of coal.....	34.25

Items.

A survey is being made for the extension of the Buffalo, New York & Erie Railroad to Elmira, from Corning.

The State of Illinois has passed a law to pay \$184,376 91 to old contractors on the Illinois and Michigan Canal, being the loss on exchange upon bonds sold in London when the canal was built.

An application has been made to the New Jersey Legislature to authorize the laying of rails on the plank road between Newark and Hoboken, for a horse railway.

A bill appropriating half a million of dollars from the State Treasury in aid of the construction of the Albany and Susquehanna Railroad, has passed the Senate of New York.

The temporary loan of \$35,000 of Ohio State stocks will be paid by the Commissioners at the Ohio State agency, No. 25 William Street.

Railroad Earnings.

The following are the earnings of the Great Western Railway of Canada for the week ending February 22, 1860:

Passengers	\$13,265 48
Freight and live stock	25,475 45
Mails and sundries	1,293 26

Total	\$40,034 20
Corresponding week of last year.....	33,411 64

Increase

The receipts of the Grand Trunk Railway of Canada for the week ending Feb. 9,

were.....	\$40,470 86
Week ending Feb. 11, 1860.....	50,733 72

Decrease in 1861.....

Total traffic from July 1st, 1860 ..	\$2,097,110 26
Corresponding period previous year 1,671,212 46	

Increase

During greater part of the week trains were entirely stopped by intense cold and snow storms.

The receipts of the Grand Trunk Railway of Canada for the week ending February 16th, 1861,

were.....	\$42,226 95
Corresponding week, 1860.....	50,926 14

Increase.....

Tot. traffic from July 1, 1860, to date, \$2,139,337 20	
Corresponding period, 1859	1,722,138 60

Increase.....

Traffic still interrupted by snow storms.

The earnings of the Cleveland and Toledo Railroad for February, 1861 were.....

February 1860.....	\$75,690
February 1861.....	67,321

Increase.....

The earnings of the Galena and Chicago railroad for February, 1861, were.....

February 1860.....	\$77,079 15
February 1861.....	62,698 19

Gain.....

The earnings of the Hudson river railroad for February, 1861, were.....

February, 1860.....	\$205,342 69
February, 1861.....	209,422 68

Decrease

One working day less this year than last.

Earnings in February for the last four years:

1858.....	\$163,837 27
1859	190,588 94
1860	209,422 68
1861.....	205,342 69

The following is a statement of the earnings of the Buffalo, New York, and Erie Railroad for the month of February, 1861, as compared with the earnings for the corresponding month of the previous year:

February, 1861.....	\$39,249 03
February, 1860.....	35,117 74

Increase

The Michigan Central Railroad earned in February, 1861.....

February, 1860.....	\$119,783 97
February, 1861.....	107,748 86

Increase

The earnings of the Chicago and Rock Island Railroad in February, 1861 were.....

February 1860.....	\$64,105
February 1861.....	66,510

Decrease.....

The earnings of the St. Louis, Alton and Chicago Railroad in February 1860, were:

Passengers.....	\$22,193 87
Freight.....	48,326 70
Mails and express.....	3,278 87

Total.....

February, 1860.....	\$73,793 94
February, 1861.....	55,113 13

Increase in 1861.....

The receipts of the Grand Trunk Railway of Canada for the week ending Feb'y 23,

were.....	\$54,306 81
Corresponding week last year.....	55,691 48

Decrease

Total traffic from July 1, 1860.....

Corresponding previous year	\$2,193,644 01
1,777,830 08	

Increase.....

Traffic still interrupted by drifting snow.

The earnings by the Chicago, Burlington and Quincy Railroad Line in the month of February

were in	1860.	1861.
Freight.....	\$70,758 10	\$77,198 00
Passengers.....	30,925 68	29,659 19
Mails and miscellaneous ..	16,172 78	2,766 80

Total

Decrease.....	\$117,856 62	\$109,623 99
Decrease.....	\$8,232 63	

The earnings of the Chicago and Northwestern Railroad for February, 1861, were ..

February, 1860	\$47,747 72
February, 1861	32,179 12

Increase, 1861

The earnings of the Toledo and Wabash Railroad in February, 1861, were.....	\$46,842 61
February, 1860	42,063 53

Increase.....

The earnings of the Toledo and Wabash Railroad in February, 1861, were.....

February, 1860	\$46,842 61
February, 1861	42,063 53

Increase.....

Railways in New Brunswick.

We see it stated in the New Brunswick papers that the European and North American Railway has been completed from St. John to Shediac, on the Gulf of St. Lawrence, a distance of 110 miles. There is a road already built from Truro to Halifax, N. S., more than half the distance from Halifax to the boundary of New Brunswick. The work on the European and North American road has been prosecuted amid many obstacles and discouragements, and its completion to the Gulf of St. Lawrence will be of great benefit to the fine agricultural and mineral lands through which it passes. We hope the day is not far distant when the original project of pushing the line through from Bangor to the boundary of New Brunswick will be completed. The New Brunswick people it is said, are willing to build their portion of the road to the line whenever they can be assured that the portion of the road lying in the State of Maine will be built.

We see in the St. John papers that the Board of Engineers, in finishing up their work on the road, made Robert Jardine, Esq., the Chairman of the Railway Commissioners, a beautiful present as a token of their regard and esteem. Mr. Jardine was one of the original projectors of the enterprise, and was one of the representatives of New Brunswick at the great Railway Convention in Portland in 1850. It is owing in no small degree to his wisdom and energy, and untiring devotion to the work, that this great enterprise has thus far succeeded.—*Boston Journal*.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			
	Main Line.	Lateral and Branch Lines.	2nd Track and Siding.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends.	Price of shares.
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Share Capital paid in.	Bonds and Mortgage Debt.	Floating Debt.								
M.	M.	M.	M.	No.	No.	No.										M.	M.			p. c.	p. c.	
ALABAMA.																						
30 Jun. '90	65.0				50.6			Alabama and Florida	1,451,386	*		877,953	503,500	105,255	1,515,704	54.0		101,102	37,866			
28 Feb. '99	30.3				58.1	2	2	Alabama and Mississippi	461,506		30,991	335,010	109,500	21,632	518,965	30.3		55,791	31,852			
31 May '90	109.6				57.8	11	9	Ala. and Tennessee Rivers	2,261,927	184,906		1,087,006	777,777	240,485	2,476,023	109.6		207,626	111,232			
30 Jun. '99	57.0				171.3			Mobile and Girard	1,500,000							57.0	236,791	76,773	21,006			
1 Apr. '90					67.2			Mobile and Great Northern	84,230			36,646	79,664		116,310							
31 Dec. '99	349.9	13.5			168.5	25	18	Mobile and Ohio	7,853,487	862,129	114,894	3,481,791	4,717,497	858,487	12,447,373	328.0	585,543	1,120,588	651,610			
29 Feb. '90	88.5	28.4				23	14	Montgomery and West Point	1,838,718	427,265	100,000	1,419,769	922,622	23,579	2,582,505	116.9		505,156	260,269	6		
6 Dec. '99					209.5			North East and South West	600,000			660,000			1,030,957							
ARKANSAS.																						
30 Nov. '98	38.5				301.4			Cairo and Fulton														
					107.5			Memphis and Little Rock	553,877	*		861,524	446,000	10,725	811,949							
CALIFORNIA.																						
30 Dec. '99	22.5							Sacramento Valley	1,571,617	*		785,950	729,000		1,585,366	22.5		270,298	143,787			
CONNECTICUT.																						
1 Aug. '99	23.9		1.9		3	4	34	Danbury and Norwalk	335,842	50,873		279,100	85,000	4,600	408,597	23.9		73,826	27,992	6		
30 Sep. '99	122.4		10.8		75.1	16	20	Hartford, Provid. and Fishkill	3,903,455	302,511		1,936,739	1,810,500	319,444	4,323,922	122.4		333,500	152,777			
31 Aug. '99	61.4	10.6	64.5			18	21	Hartford and New Haven	3,170,747	254,000	102,888	2,350,000	964,000	16,463	3,932,432	72.4		844,772	502,579	10	140	
31 Dec. '99	74.0					11	11	Housatonic	2,439,775			2,000,000	232,000	96,730	2,564,623	120.0		239,860	55,227			
31 Dec. '99	57.0		2.3		7	11	182	Naugatuck	1,370,958	207,343	7,000	1,031,800	287,350	29,041	1,695,018	62.0		241,330	127,505	3		
31 Dec. '99	61.0		3.0					N. Haven, N. London and Ston.	1,851,879			960,748	866,000	200,000		61.0		107,837	20,627			
31 Dec. '99	46.0	9.0	7.0					New Haven and Northampton	1,400,000			922,500	700,000		59.7		90,362	90,362	5			
31 Oct. '99	66.0		6.0			7	5	New London Northern	1,566,695	*		510,900	1,052,500	3,872	1,575,147	66.0		119,146				
30 Sep. '90	61.3	1.0	63.8		29	72	308	New York and New Haven	5,330,486			3,000,000	2,104,000	19,889		117.4	1,049,768	416,251				
30 Nov. '90	66.0		8.5		14	17	282	Norwich and Worcester	2,463,983	237,171	200,000	2,122,500	811,300	45,286		66.0	358,362	159,006	34	40		
DELAWARE.																						
31 Oct. '99	84.0		10.0					Delaware	1,547,825	*		361,478	931,500	112,029	1,547,825	84.0			75,672			
31 Oct. '99	16.2							Newcastle and Frenchtown	723,551			744,520		4,641	749,171	6.0		21,195		6		
FLORIDA.																						
								Florida														
30 Apr. '90	32.0		3.0	13.0	3	1	6	Florida and Alabama	532,791	30,586		191,485	195,000	75,894	619,112	32.0		7,857	3,535			
30 Jun. '99	31.3		2.0	28.6	2	1	24	Fla., Atlantic and Gulf Central	596,310	28,608		205,781	204,600	164,670	594,836	19.3		10,255	1,504			
30 Jun. '99	26.5	3.9		227.0				Pensacola and Georgia								29.4						
GEORGIA.																						
30 Jun. '90	66.7				16	7	124	Atlanta and West Point	1,192,389	*		1,250,000	128,000		1,597,385	66.7		418,036	265,827	8	125	
30 Jun. '90	30.0				133.5			Atlanta and Gulf-M. Trunk								30.0						
31 Dec. '99	63.0							Augusta and Savannah	1,032,200	*		793,700	298,500		1,032,200	63.0		126,427	69,679			
30 Apr. '99	43.5				23.7			Brunswick and Florida	755,000	*		151,887				51.0						
30 Nov. '99	191.0				54	28	636	Central of Georgia	3,750,000	*	828,171	3,750,000	106,267		5,977,106	229.0	790,030	1,633,947	839,604	10		
31 Mar. '90	171.0	61.0						Georgia (and Bank)	4,156,000	*	1,003,650	4,156,000	812,500		8,123,343	232.0		1,169,188	528,043	8	100	
30 Nov. '90	102.5				19	16	171	Macon and Western	1,500,000			1,500,000		12,295	1,658,976	102.5	226,241	404,615	212,676	19	98	
31 July '99	50.0				7	2	107	Muscookee	774,244	162,534		669,950	249,000		1,028,988	50.0		202,714	110,516	8		
1 May '98	68.1				3	4	83	Savannah, Albany and Gulf	1,586,634	52,373		1,275,901	10,200	180,621	1,473,140	71.6						
31 July '90	106.1	100.8	16.2		18	22	201	South Western	5,770,425	*		2,921,900	898,500	19,913	3,822,913	228.8		388,853	13			
30 Sep. '99	138.0				52	24	705	Western and Atlantic	6,901,497	*		built and owned by State.				138.0		832,343	454,541			
ILLINOIS.																						
								Chicago, Alton and St. Louis	10,000,000			3,600,000	4,500,000		10,000,000	220.0						
30 Apr. '90	138.0		26.0		62	31	990	Chic. Burlington and Quincy	6,067,928	1,400,998	711,359	4,831,540	3,158,000	179,060	8,701,823	210.0		1,233,708	453,141			
31 Dec. '99	45.0				6	14	101	Chicago and Milwaukee	1,799,894	67,899	120,000	988,000	762,865	188,085	2,050,065	45.0	14 mo.	243,282	135,284		694	
1 Apr. '90	194.0							Chicago and Northwestern	9,344,863			2,000,000	736,031	75,829	9,344,863	194.0	10 mo.	384,656	139,822			
30 Jun. '90	181.8				58	57	960	Chicago and Rock Island	6,913,554	*	115,285	6,903,000	1,397,000		7,473,049	224.0		1,093,934	309,567	34	57	
10 Nov. '98	33.2							Fox River Valley	580,000			580,000			580,000	33.2						
31 Dec. '99	121.0	138.5	73.6		66	63	1,369	Galena and Chicago Union	8,027,473	1,311,917	211,000	6,028,400	3,783,015	292,466	10,300,517	324.5	808,231	1,547,561	620,328	4	70	
31 Dec. '99	175.0							Great Western	5,022,926	*		1,600,000	3,088,426	334,500	5,022,926	175.0						
31 Dec. '98	454.8	252.5			113	96	2,305	Illinois Central	19,674,214	3,347,799		10,249,210	20,000,000	1,297,277	31,596,487	708.3		1,976,578	556,624		78	
					81.5			Illinois River	4,870,586			1,780,295	3,292,408			148.0						
								Ohio and Mississippi		*						oper. by Chic.	& R. Is.	125,000				
								Peoria and Bureau Valley					600,000			oper. by Chic.	& R. Is.					
								Peoria and Hannibal								oper. by Chic.	& R. Is.					
								Peoria and Oquawka	5,400,000	*		1,569,889	2,200,000			186.0						
31 Dec. '98	100.0							Quincy and Chicago	1,978,555	*		800,000	1,200,000		2,000,000	100.0	oper. by Chic.	Bar. & Quincy.				
								Rock Island Bridge								oper. by Chic.	& R. Is.	823,767				
31 Dec. '98	168.5	89.8	12.2		31	30	424	Terre Haute, Alton & St. Louis	7,008,968	628,487		3,026,903	5,085,615	741,040	8,865,252	208.3						
INDIANA.																						
								Cincinnati and Chicago	2,080,433	*		1,196,679	1,006,125			108.0						
								Cincinnati, Peru and Chicago								29.0						
31 Aug. '97	109.0							Evansville and Crawfordsville	2,233,413		2,750	986,061	1,219,100	51,772	2,983,743	109.0		249,867	119,452			
1 Jan. '98	72.4				19	21	278	Indiana Central	1,666,280	244,081	25,641	611,050	1,168,000	47,850	2,111,059	109.0		368,189	132,094	6	58	
31 Dec. '98	89.8	20.2			23	19	313	Indianapolis and Cincinnati	2,497,952	540,043	25,689	1,689,900	1,262,284	140,689	3,458,108	110.0		448,858	280,834	9	42	
31 Mar. '90	84.0							Ind., Pittsburg and Cleveland	1,902,693		10,000	835,971	1,025,700	48,673	2,272,357	84.0		236,397	80,109			
31 Aug. '97	78.0							Jeffersonville	1,839,576			1,014,252	681,000	99,400		68.0		222,737	74,328			
								Lafayette and Indianapolis	1,850,000			1,000,000	600,000		2,000,000	64.0						
								Madison and Indianapolis	2,984,516			1,647,700	1,336,816			138.0		206,111	82,632			
								Louisv., N. Albany & Chicago	6,000,000	*		2,800,000	3,000,000	2,000,000	6,000,000	235.0		646,827	371,402			
								Peru and Indianapolis	2,000,000			1,100,000	820,000	80,000	2,000,000	74.0						
30 Nov. '90	78.0				18	25	298	Terre Haute and Richmond	1,611,450		120,570	1,881,450	230,000	46,647	1,970,351	78.0		404,599	232,773	10		
IOWA.																						
								Burlington and Missouri	1,514,257	*		782,733	665,000	92,663	1,542,768							

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in "italics."

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				Price of shares																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidelings.	Road in progress or projected.	Engines.	Passenger Cars.	Freight, etc.		Property and Assets.					Liabilities.					Gross.	Net.	Dividends.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
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																		M.						M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.	M.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.																					
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidelings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.		Earnings.																				
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling-Stock.	Invested in foreign works.	Share Capital paid in.	Bonds and Mortgage Debt.	Floating Debt.	Gross.			Net.	Dividends.	Price of shares.																				
																					No.	No.	\$	\$	\$	\$	\$	\$	\$	\$	\$	p. c.	p. c.							
M.	M.	M.	M.	No.	No.	No.									M.	M.	\$																							
NEW YORK.																																								
30 Sep. '59				140.0				Albany and Susquehanna	406,962			404,950		31,135	436,085																									
30 Sep. '58	32.9		3.3		5	12	63	Albany and Vermont	1,557,502	136,038		439,006	1,575,099	50,000		329	93,894	84,119	11,215																					
30 Sep. '57	38.3		34.0					Albany and West Stockbridge	2,392,984			1,000,000	1,932,984		2,392,984																									
30 Sep. '56	34.9	2.6		73.6	4	6	39	Black River and Utica	1,156,148	81,405		804,648	700,000	8,168	1,512,806																									
30 Sep. '55	14.8		1.6					Blossburg and Corning	496,661			250,000	220,000																											
30 Sep. '54	142.0		13.6	18.5	28	32	386	Buffalo, New York and Erie	3,150,762		164,200	680,000	2,592,221	252,142	4,206,709	235.0	487,589	541,249	172,321																					
30 Sep. '53	68.3		18.0		28	34	312	Buffalo and State Line	2,467,258	312,736	449,000	1,934,850	1,049,000	161,263	3,145,213	87.8	370,488	848,327	419,378	10	120																			
30 Sep. '52	24.6		38.1					Cayuga and Susquehanna	1,057,629	37,971		687,000	411,000		1,098,000	34.6	61,435	59,265	10,398	4																				
30 Sep. '51	17.4		2.1					Chemung	400,000			380,000	70,000		450,000																									
30 Sep. '50	46.8		2.9		10	8	83	Elmira, Jefferson & Canand.	500,000			500,000			500,000																									
30 Sep. '49				63.2				Erie and New York City	287,357			352,741	14,000	28,716	395,457																									
30 Sep. '48				15.0				Genesee Valley	329,225			75,889	165,000	62,500	329,225																									
30 Sep. '47			0.5		4	3	50	Hudson and Boston (West'n)	148,000	27,000		175,000																												
30 Sep. '46	144.0		106.5		52	107	542	Hudson River	10,206,906	1,182,372		3,758,466	8,842,000	414,644	150.0	700,224	1,842,636	770,096																						
30 Sep. '45				73.8				L. Ontario, Auburn & N. York	74,203			75,771																												
30 Sep. '44				182.0				L. Ontario and Hudson River	3,497,538	178,320		2,715,186	870,000	115,856																										
30 Sep. '43					8.0	18	37	Long Island	2,566,270			1,852,716	755,998	12,283																										
30 Sep. '42	84.0	2.5	10.1	8.0	211	237	1,179	New York Central	31,108,094		963,331	24,000,000	14,332,523	127,375	40,638,447	655.9	3,945,128	6,957,241	2,675,408	6	77																			
30 Sep. '41	297.8	258.1	313.8		219	194	2,763	New York and Erie	31,148,015	4,172,192	1,311,385	11,000,000	26,326,505	2,074,795	38,401,300	456.0	3,019,000	5,180,321	1,827,408																					
30 Sep. '40	446.0	19.0	282.5		33	93	5,763	New York and Harlem	8,022,786			5,717,180	6,055,752		12,787																									
30 Sep. '39	118.0	3.8	17.7		28	8	417	Northern (Ogdensburg)	4,097,208	702,079		3,077,900	1,600,000		4,799,287	121.8	347,800	382,932	120,850																					
30 Sep. '38	35.9		2.2		7	6	44	Oswego and Syracuse	791,002			396,340	213,500	4,875																										
30 Sep. '37	75.4		2.0		6	4	33	Pottamdam and Watertown	1,527,072	67,884		665,419	911,000	192,748	1,769,167	75.4	107,046	100,047	47,571																					
30 Sep. '36	25.2		2.1		5	13	70	Rensselaer and Saratoga	743,968	167,057		610,000	140,000		901,025	46.2	61,900	235,902	108,769	6																				
30 Sep. '35	18.4		1.3	32.6				Rochester and Genesee Valley	652,151	1,776		557,590	150,000	23,496	731,056	18.4	135,000	44,220	24,661	2																				
30 Sep. '34	18.0		1.0		2	2	32	Sackett Harbor and Ellisburg	871,556	17,714		167,485	278,400	66,810																										
30 Sep. '33	21.0		1.6		2	3	10	Saratoga and Schenectady	480,884			300,000	85,000		885,000																									
30 Sep. '32	40.9	6.6	3.9		9	12	84	Saratoga and Whitehall	820,518	74,904		600,000	895,000		895,000	54.5	107,506	154,099	7,493																					
30 Sep. '31				13.2				Staten Island	114,015			50,603	41,200	22,686	114,489																									
30 Sep. '30								Brooklyn and Jamaica	389,856			284,850	85,000																											
30 Sep. '29	81.3		7.1		13	12	117	Syracuse and Binghamton	2,851,292			1,200,130	1,643,126	146,079	2,989,335	81.3	176,273	196,402	112,155																					
30 Sep. '28	27.2		3.2	7.7	10	6	76	Troy and Boston	1,366,826	143,687		604,911	806,500	247,676	1,659,087	51.0	194,921	218,689	103,010																					
30 Sep. '27	6.0		0.1					Troy and Greenbush	294,731			275,000			294,731																									
30 Sep. '26	2.1		0.1					Troy Union	732,114			30,000	680,000		732,114																									
30 Sep. '25	96.8		11.0		7	11	288	Watertown and Rome	1,839,787	319,715		1,498,500	686,000	65,683	2,249,183	96.8	219,280	362,994	154,752	3																				
NORTH CAROLINA.																																								
31 May, '00	94.9		6.4					Atlantic and North Carolina	2,157,503			1,545,225	400,000	276,372	2,419,401	94.9		103,953	35,572																					
— '99	223.0							North Carolina	4,235,000			4,000,000				223.0																								
— '98	97.0							Raleigh and Gaston	1,240,241			973,300	126,200			97.0		206,917	108,441																					
30 Sep. '97	161.5	15.0			23	18	182	Wilmington and Manchester	2,632,737		232,900	1,130,470	1,045,000	51,300	2,934,509	171.9		469,458	219,688																					
30 Sep. '96	161.9				24	32	144	Wilmington and Weldon	2,869,223		107,000	1,340,213	791,055	102,391	3,114,954	171.0	323,069	477,554	235,201	8																				
15 Mar. '00	81.0	3.0		192.5				Western North Carolina	2,000,000		4,700	290,212			364,072																									
OHIO.																																								
— '58	118.2				17	12	208	Atlantic and Great Western	613,231			866,939		77,294																										
31 Dec. '59	137.0				41	39	608	Bellefontaine and Indiana	3,088,218		10,000	1,859,813	1,267,078	64,251	3,565,956	118.2		286,368	81,508																					
1 Aug. '59	137.0				41	39	608	Central Ohio	5,579,508	922,670	106,133	1,628,356	3,873,000	1,126,458	6,810,432	141.0		697,633	71,356																					
31 Mar. '59	60.3				22	28	432	Cinc. Hamilton and Dayton	2,648,266	504,892	26,500	2,155,900	1,411,000	32,618	3,650,710	60.3		489,437	249,666	7	70																			
31 Dec. '58	30.0				69.1			Cinc. and Indianapolis Junc.								32.0																								
1 May, '59	131.8				31.0	16	10	Cinc. Wilmington and Zanesv.	6,250,841			4,441,176	3,032,000	228,973		131.8	304,168	190,745	19,180																					
31 Dec. '57	136.4	5.8			42	31	439	Cleveland, Columbus and Cinc.	4,087,571	684,955	67,422	4,746,100	38,000	8,242	5,343,275	141.2		1,084,692	574,275	12	94																			
31 Dec. '56	67.0				18.0	12	11	Cleveland and Mahoning	2,500,017	268,303	298,971	1,155,162	1,693,300	304,182	3,341,020	67.0	230,461	369,849	238,003																					
31 Dec. '55	95.4	1.2	37.9		31	39	453	Clev. Painesville & Ashtabula	3,431,732	555,343	641,503	3,000,000	1,667,000	35,500	4,122,201	96.6	402,935	1,111,353	646,057	15	120																			
30 Nov. '54	101.0	102.5			42			Cleveland and Pittsburg	9,320,288			3,942,368	4,918,325	663,821	9,661,102	203.5	646,413	792,093	332,008	4	9																			
30 Apr. '59	109.2	79.4			32	62	430	Cleveland and Toledo	6,729,056	458,194	258,424	3,343,812	3,842,720	358,605	<																									

An asterisk (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in "italics."

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				
	Main Line.	Lateral and Branch Lines.	2d Track and Sidelings.	Road in progress or projected.	Cars				Property and Assets.				Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.		Dividends.	Price of shares.
					Engines.	Passenger.	Freight, etc.		Railroad and appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Gross.	Net.							
																				No.	No.		
PENNSYLVANIA, (Continued.)																							
31 Oct. '60	48.9		3.2	99.5	7	7	65	Pittsburg and Connelleville	2,724,808	81,136		1,755,826	1,292,700	67,869	3,378,707	60.0	113,775	80,563	29,890				
30 Nov. '59	467.5		56.3		96	80	1,059	Pittsburg, Ft. Wayne & Chicago	16,557,779	1,785,182	91,100	6,266,278	8,895,457	1,883,847	17,269,419	40.0	1,859,031	1,965,988	674,656				
30 Sep. '59	64.0		3.0	11.0				Pittsburg and Schuylkill	1,947,462			1,221,277	280,000										
30 Nov. '59	28.0	5.0	3.3					Schuylkill and Susquehanna	1,258,700			1,258,700	97,000		1,355,700	54.0		34,501	29,004				
31 Dec. '59	148.0		20.0	140.0				Shanokin Valley & Pottsville	568,150			568,150			573,616	24.5		96,227	54,582				
30 Nov. '59	29.6	6.5	31.9					Sunbury and Erie	1,321,847			500,000	821,447		1,321,847	33.0		83,072	47,007				
30 Sep. '59	28.4		2.1					Tioga	6,393,712	107,252		4,506,920	4,369,070	861,271	10,169,869	148.0		125,597	4,502				
31 Mar. '59	78.0							Westchester and Philadelphia	703,349	85,932		97,550	396,000			29.6		191,970	96,308				
Rhode Island.																							
31 Aug. '58	50.0		2.0		9	13	84	N. Y., Providence and Boston	2,158,000			1,508,000	306,500		2,168,000	50.0	147,231	208,439	96,571				
30 Nov. '58	13.6		0.5					Providence, Warren & Bristol	434,698	1,588		287,917	109,937	36,139		13.6	23,514	23,005	1,278				
South Carolina.																							
31 Dec. '58	13.2	1.5		182.4	2		26	Blue Ridge	2,126,539			1,016,515	217,577		2,134,092	13.2							
31 Dec. '58	54.9			47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	706,365	195,266	197,905	1,099,536	51.9							
31 Dec. '58	109.6				13	9	176	Charlotte and South Carolina	1,719,045			1,201,000	384,000		1,099,536	109.6		283,263	161,536				
1 Jan. '59	143.2	21.3						Cheraw and Darlington	600,000			400,000	200,000			49.3							
31 Aug. '58	22.5							Greenville and Columbia	2,439,769	324,161		1,429,008	1,145,000	245,545	2,919,554	164.5		341,190	125,871				
31 July '58	32.0							Kings Mountain	196,230			200,000			200,000	22.5							
28 Feb. '59	102.0							Laurens	543,403			400,000	106,218		575,729	32.0		27,568	8,527				
31 Dec. '60	136.0	106.0			62	59	790	North-Eastern	2,011,652			985,743	960,410	108,172	2,067,325	102.0		220,014	96,145				
31 July '58	25.1			41.9				South Carolina					2,643,833			25.1		1,499,636	701,948				
Tennessee.																							
30 Sep. '60	47.6							Spartanburg and Union															
1859.				17.0	2			Central Southern (Tenn.)	1,021,439	58,183		505,214	514,000	99,110	1,137,707	47.6		29,907	19,137				
1859.	30.0		1.8		12	10	171	Edgefield and Kentucky	857,947			333,204	612,000	60,900		30.0	29,945	9,359	7,486				
1859.	140.0		8.0		40	10	128	East Tennessee and Georgia	3,637,367			1,289,673	2,020,000	200,000		140.0		318,718	187,466				
1860.	271.6	19.4	20.0		13	37	667	East Tennessee and Virginia	2,310,033	156,264		536,654	1,902,000	390,407		130.5	150,142	297,808	149,187				
1859.	271.6	16.0	20.0	3.9	9	5	242	Memphis and Charleston	5,866,578	878,069	129,364	3,809,949	2,659,000	290,112	7,627,797	291.0		1,636,086	873,597				
1859.	100.0		30.6	55.8				Memphis and Ohio	2,259,267	141,544		670,000	1,361,000	145,000									
1859.	59.0		40.1	7	5	119		Memphis, Clarkesv. & Louisv.	2,000,000	100,000		298,721	740,000			59.4	69,870	177,256	60,029				
1859.	47.4		2.3	4	5	46		Mississippi and Tennessee	1,137,400			798,285	554,949	319,518		47.4	54,175	83,129	44,666				
1859.	34.2		7.0		12	2	81	Mississippi Central and Tenn.	892,710	82,908		317,447	632,500	22,369		34.2	30,065	23,808	13,892				
1859.	149.7	44.0	7.9		39	17	319	McMinnville and Manchester	533,807	56,816		144,894	406,000	5,000		159.0	117,895	675,832	316,199	3			
1859.								Nashville and Chattanooga	3,632,882			2,256,479	1,624,000	21,769									
1860.	45.8		4.2	11.7	5	5	32	Nashville and Northwestern		76,016		595,822	860,000	204,544		45.8	67,950	127,953	87,243				
1859.	30.0		0.6	8.0				Tennessee and Alabama	76,016			210,962	413,000	408,477		30.0		1,248					
Winchester and Alabama																							
TEXAS, (all aided by State).																							
1 May '59	32.0		158.0					Buffalo Bayou, Braz. & Col'do								32.0							
1 May '59	56.0		184.0					Galveston, Houston & Henderson								56.0							
1 May '59	60.0		1.5	75.0	2	1	40	Houston and Brazoria	1,250,000			275,000	240,000	171,563		60.0	81,300	32,670					
1 May '59	70.0		6.0	280.0	7	6	124	Houston and Texas Central	4,232,345			455,000	975,000	369,000		70.0	102,200	282,846	196,568				
1 May '59	25.0		110.0					San Antonio & Mexican Gulf								25.0							
1 May '59	28.0		756.0					Southern Pacific								28.0							
Vermont.																							
31 May '59	90.7		8.6	19.6	7	8	181	Connect. & Passumpsic Rivers	2,345,724	185,421		1,200,000	800,000		90.7	98,856	492,122	82,001					
31 Aug. '59	119.6		13.0		26	18	555	Rutland and Burlington	3,989,708	601,509	92,856	2,233,376	3,145,001	1,013,764	6,392,141	119.6	395,762	354,288	81,561				
31 Aug. '59	62.0		3.4		10	5	201	Rutland and Washington	1,771,683			960,000			1,780,683	62.0	175,830	172,826	37,124				
30 Jun. '59	119.0		20.0		42	28	885	Vermont Central	8,402,065			5,000,000	3,853,000	1,423,290	10,276,299	169.0	671,262	702,271	115,978				
30 Jun. '59	47.0		2.8					Vermont and Canada	1,350,956			1,350,000			1,380,695	47.0							
31 Aug. '59	23.7		0.7					Vermont Valley	1,212,274	89,612		516,164	793,200		1,308,564	23.7	47,324	43,998	10,498				
31 Aug. '59	54.0	10.5			4	4	54	Western Vermont	1,033,500			332,000	700,000		1,083,500	54.0							
Virginia.																							
31 Aug. '59	41.3			122.1				Alex. & Loudoun & Hampshire	1,492,194	42,000		1,403,013	26,188	88,131	1,534,194	41.3		705,084	136,302	43,062			
30 Sep. '59	77.8	8.9	3.8	105.6	9	5	221	Manassas Gap	2,942,548	210,680		2,969,861	775,500	118,789		77.8	47,702	54,121	16,332				
30 Sep. '59	79.2		4.8		5	2	75	Norfolk and Petersburg	2,066,873	122,156		1,500,124	590,610	155,161	9 months	103.5	345,427	248,004	loss				
30 Sep. '59	103.5							Northwestern Virginia	5,322,160			468,605	5,719,229			103.5	270,846	450,427	232,214				
30 Sep. '60	58.3	68.4	10.0		16	16	175	Orange and Alexandria	3,040,636	374,996		2,063,655	2,517,500	590,066		107.7	270,846	450,427	232,214				
30 Sep. '59	123.3	10.1			19	13	279	Petersburg and Lynchburg	1,223,638			1,365,300	1,851,500	292,842	4,745,256	133.4		410,166	201,344				
30 Sep. '59	59.2	2.1			14	17	131	Petersburg and Roanoke	3,211,828	447,840		883,200	102,500	5,799	1,486,527	80.5		326,554	213,862				
30 Sep. '59	140.5	2.7	12.0		22	20	410	Richmond and Danville	1,985,579		52,800	1,041,880	643,960	96,828		78.6	159,981	279,945	145,385				
30 Sep. '59	75.1		4.5		11	10	196	Richm., Frederick & Potomac	1,222,523			835,750	204,808	26,853		43.5	1,058,064	163,753	79,585				
30 Sep. '59	22.2		2.8	5.1	10	11	189	Richmond and Petersburg	704,840	20,554		657,812	85,000		23.7								
31 Jan. '60	80.7		14.6		2			Richmond and York River	1,469,246		1,200	844,200	472,811	52,926	1,639,648	80.0		240,446	121,058				
30 Sep. '59	178.2		21.3	7.0	27	19	328	Seaboard and Roanoke	4,952,753	541,197	33,948	3,162,754	1,480,592	52,929	4,832,929	178.2		280,968	634,081	359,130			
30 Jun. '60	204.7	9.4	10.6		39	27	374	Virginia and Tennessee	5,994,259	838,475	2,400	3,452,813	3,265,000	571,958	10,238,271	214.9	480,193	740,489	347,957				
30 Sep. '59	32.0		2.6		5	4	49	Winchester and Potomac	516,830	59,000		300,000	120,000	24,736		32.0	30,000	49,971	14,469				
Wisconsin.																							
1 Dec. '59	55.0		2.0	121.0	3	2	40	Kenosha and Rockford	1,500,000	55,000		800,000	700,000	25,000		55.0							
25 Mar. '59	199.8							Milwaukee and Minnesota				10,872,000	10,414,066	998,587	22,282,653	199.8		492,454					
31 Dec. '58	40.0				5	10	75	Milwaukee and Chicago	1,830,073		23,904	1,000,000	600,000	246,365	1,908,555	40.0	74,243	159,456	22,182				
31 Dec. '58	42.0							Milwaukee and Horicon	919,757			1,101,200		</									

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var.," that the bonds fall due at different periods

Description.	Amount.	Interest.	Due.	Price.	Description.	Amount.	Interest.	Due.	Price.	Description.	Amount.	Interest.	Due.	Price.
Alabama and Florida :					Chicago and Milwaukee :					Eaton and Hamilton :				
Mortgage	\$300,000	7	1867	---	1st Mortgage (convertible)	\$512,000	7	1874	70	1st Mortgage	\$757,734	†	var.	---
Convert. (guar. by Dir.)	150,000	7	1863	---	Income	62,000	---	---	---	Erie and North-East :				
Land Mortgage	23,500	7	1869	---	Real Estate 2d Mortgage	188,864	---	1868	---	Exchanged for Buff. and St. L.	149,000	---	---	---
Alabama and Miss. Rivers :					Chicago and Rock Island :					Evansville and Crawfordsville :				
State (Ala.) Loan	123,171	---	---	---	1st Mortgage	1,397,000	7	1870	96½					
Mortgage	109,500	---	---	---	Chicago and Northwestern :					Florida :				
Alabama and Tenn. Rivers :					Sinking Fund Preferred	1,250,000	---	75	---	Internal Improvement (State)	1,655,000	7	1891	---
1st Mortgage convertible	626,000	7	1872	60	1st Mortgage	3,600,000	---	39	---	Free Land, 2d Mortgage	1,500,000	8	1891	---
2d Mortgage	226,706	8	1864	---	2d Mortgage	2,000,000	---	16½	---	Florida and Alabama :				
Albany, Vt. and Canada :					Cincinnati, Hamilton and Dayton :					Internal Improvement (State)	---	7	1891	---
1st Mortgage	500,000	7	1867	---	1st Mortgage	461,000	7	1867	98	Free Land, 2d Mortgage	---	8	1891	---
Albany and West Stockbridge :					2d Mortgage	950,000	7	1880	86	Florida, Atlantic and Gulf Centr. :				
Albany City (S. F.)	1,000,000	6	'66-'76	---	*Cincinnati, Wilm. and Zanesville :					Internal Improvement (State)	300,000	7	1891	---
Androscoggin and Kennebec :					1st Mortgage	1,300,000	---	---	---	Free Land, 2d Mortgage	200,000	8	1891	---
1st Mortgage (Coupon) '60-'64	1,000,000	6	'62-'64	---	2d Mortgage	574,000	---	---	---	Fox River Valley :				
Stock, convert. (Coupon)	710,000	6	'63-'66	---	3d Mortgage	158,000	---	---	---	1st Mortgage	400,000	†	---	---
Atlantic and St. Lawrence :					Income	250,500	---	---	---	2d Mortgage	180,000	---	---	---
Dollar Bonds (Coupon)	988,000	6	1866	---	Tunnel Right	1,000,000	---	---	---	Galena and Chicago Union :				
Sterling Bonds (Coupon)	484,000	6	1878	97	Cleveland and Mahoning :					Litchfield	52,015	7	1869	---
City of Portland Loan (Coups.)	1,500,000	6	'68-'70	---	1st Mortgage	694,500	---	---	---	1st Mortgage (S. F.)	1,993,000	7	'62-'68	96
Baltimore and Ohio :					2d Mortgage	469,000	---	---	---	2d Mortgage (S. F.)	1,738,000	7	1875	96
Maryland Sterling	3,000,000	5	---	---	3d Mortgage	38,800	---	---	---	Galveston, Houston, and Henderson's :				
Mortgage Coupon	2,500,000	6	1885	80	Clev. Painesville and Ashtabula :									
"	700,000	6	1880	80½	1st Mortgage	564,000	7	1861	99					
"	1,128,500	6	1876	81½	2d Mortgage	303,000	7	1862	---					
"	1,000,000	6	1867	85	Special (Sunbury and Erie)	500,000	7	1874	---					
"	5,000,000	6	---	---	Convertible Scrip	300,000	7	1890	---					
Balt. City Loan					Cleveland and Pittsburgh :					*Great Western, Ill. :				
Bellefontaine and Ind. (1 Jan. '60)	791,000	7	1866	55	1st Mortgage (Main Line)	800,000	7	1860	78	1st Mortgage (W. Div. 100 m.)	1,000,000	10	---	---
2d Mortgage convertible	157,000	7	1870	---	2d Mort. (M. L.) or 1st Extension	1,188,000	7	1873	64	1st M. (E.D. 84 m.), 2d M. (W.D.)	1,350,000	7	---	---
Income (1869 and 1870)	104,500	7	var.	---	3d Mort. (M. L.) or 2d Extension	1,165,000	7	1875	---	Old Sang. and Morg. Railroad	41,000	---	---	---
Real Estate (1868, '61, '63, '68)	119,750	7	var.	---	4th Mort. (M. L.) or 3d Extension	1,154,000	---	---	---	2d Mortgage	323,000	---	---	---
Belvidere Delaware :					Income	118,000	---	---	---	Chattel (Equipment) Mortgage	374,426	---	---	---
1st Mort. (guar. C. and A.)	1,000,000	6	1877	---	Dividend Bonds and Scrip	491,825	---	---	---	Greenville and Columbia :				
2d Mortgage	445,500	6	---	---	Cleveland and Toledo :					1st Mortgage, Coupon	1,145,000	---	---	---
Camd. and Amb. R.R. Co.	244,000	6	---	---	Junction and Toledo	377,000	7	1867	65	Hannibal and St. Joseph :				
Black River and Utica :					Junction 1st Mortgage 1st Div.	305,000	7	1872	65	Missouri State Loan (1st Lien)	3,000,000	6	---	---
1st Mortgage	370,000	7	1869	---	Junction 2d Mortgage 3d Div.	324,000	7	1862	---	Land Security	5,000,000	7	1881	45
Boston, Concord and Montreal :					Tol. Nor. and Clev. 1st Mort.	522,000	7	1863	75	2d Mortgage (convertible)	757,000	7	---	---
1st Mortgage	200,000	6	1870	---	Tol. Nor. and Clev. 2d Mort.	299,600	7	1863	75	Plain	11,000	7	---	---
2d Mortgage	300,000	7	1870	---	Junction Income	61,500	7	1862	---	Harriessburg and Lancaster :				
3d Mortgage Coupons	150,000	6	---	---	C. and T. Income	192,950	7	1863	75	New Dollar Bonds	459,872	6	1883	93½
4th Mortgage Coupons	200,000	7	---	---	C. and T. Income (convertible)	409,900	7	1864	---	Hartford and New Haven :				
Sinking Fund	200,000	6	---	---	C. and T. Income (convertible)	373,000	7	1864	---	1st Mortgage	1,000,000	6	1873	99
Boston and Lowell :					C. and T. Dividend (convert.)	199,735	7	1865	75	Hartf'd, Providence and Fishkill :				
Mortgage	440,000	6	1873	---	C. and T. Income (convertible)	129,000	7	1870	---					
Boston and Worcester :					C. and T. (S. F.) Mortgage	640,000	7	1885	76					
Mortgage (plain)	100,000	6	1860	---	Junction (Lloyd's)	5,000	7	1862	---	Houston and Texas Central :				
Mortgage (convertible)	500,000	6	1860	---	*Cleveland, Zanesville and Cin. :					State (1st Lien) Loan	210,000	---	---	---
Buffalo and State Line :										Mortgage	125,000	7	1866	---
1st Mortgage	500,000	7	1866	95	*Columbus, Piqua and Indiana :					Hudson River :				
Income (1 in '59, 1 in '62)	200,000	7	var.	---						1st Mortgage	4,000,000	7	'69-'70	105
Unsecured	200,000	7	1864	---	Columbus and Xenia :					2d Mortgage	1,980,000	7	1860	101
Erie and North-East	149,000	7	---	---	1st Mortgage	18,000	---	1859	---	3d Mortgage	1,840,000	7	1875	87
Burlington and Missouri :					Dividend (due 1860, '61, '62, '66)	272,700	---	var.	92	Convertible	1,002,000	7	1877	80
1st Mort. on 1st Division	590,000	---	---	60	Connecticut River :					Illinois Central :				
Cairo and Fulton (Mo.)	650,000	6	'78-'79	---	Mortgage (due 1862, '63, '78)	253,000	6	var.	---	Optional Right Scrip	65,000	7	1868	60½
Camden and Amboy :					Connecticut and Passump. Rivers :					Construction	12,885,000	7	1875	97½
Mortgage	367,000	6	1864	97	1st Mortgage	800,000	---	---	---	Construction	4,115,000	6	1875	97½
Mort. (chgd from Sterlg.)	888,000	5	1864	97	Cumberland Valley :					Free Land	3,000,000	7	1860	102½
Mortgage	800,000	6	1849	---	1st Mortgage	116,500	---	---	---	Indiana Central :				
Mortgage	1,700,000	6	1875	80	2d Mortgage	97,000	---	---	---	1st Mortgage (convertible)	600,000	7	1866	55
Sterling (£210,000)	1,008,000	5	1864	---	Dauphin and Susquehanna :					2d Mortgage	284,500	10	---	87
Sterling (£225,000)	1,080,000	6	1864	---						Income	281,500	10	---	75
New Loan (iss'd \$337,000)	2,500,000	6	1887	---	Dayton and Michigan (1 Ap. '60) :					Indianapolis and Cincinnati :				
Unsecured	800,000	6	1863	---	1st Mortgage	300,000	8	---	---	1st Mortgage	500,000	7	1866	76
*Catawissa, Williamsport, and Erie :					2d Mortgage	2,200,000	8	---	---	2d Mortgage	400,000	7	---	80
1st Mortgage	1,500,000	7	1865	32	Dayton and Western :					Real Estate Mortgage	200,000	7	1868	68
2d Mortgage	399,036	7	1886	---	1st Mortgage	300,000	7	---	50	Dividend	86,284	7	---	---
Chattell Mortgage	380,000	10	1871	---	2d Mortgage	---	7	---	40	Income and Domestic	176,000	---	var.	---
Cayuga and Susquehanna :					Delaware :					Ind., Pittab. and Clev. (1 Jan. '60) :				
1st Mortgage	300,000	7	1865	---	1st Mortgage	500,000	---	---	---	1st Mortgage	650,500	7	1870	---
Unsecured	89,000	7	1862	---	Guaranteed	65,000	---	---	---	2d Mortgage	314,000	7	---	---
Central of Georgia :					State Loan	170,000	---	---	---	Income	27,000	7	---	---
Mortgage	106,267	7	1863	---	Delaware, Lackawanna and W'n :					Domestic	34,200	7	---	---
Central of New Jersey :					1st Mortgage	900,000	---	1871	98	Jeffersonville :				
1st Mortgage	1,500,000	7	var.	103½	1st Mortgage (E. Extension)	1,500,000	---	1875	97½	1st Mortgage	289,000	7	1861	75
2d Mortgage	1,500,000	7	1875	101	2d Mortgage	2,600,000	---	1881	92	2d Mortgage	392,000	7	1873	70
Income	375,000	7	var.	---	Income (due 1862, '65 and '67)	1,263,170	---	var.	88	*Kennebec and Portland :				
*Central Ohio :					Detroit and Milwaukee :					1st Mortgage (City and Town)	800,000	6	1870	---
1st Mortgage	450,000	7	1861	62½	1st Mortgage (convertible)	3,250,000	7	1875	---	2d Mortgage	230,000	6	1861	---
2d Mortgage	800,000	7	1864	45	2d Mortgage	1,000,000	8	1866	---	3d Mortgage	250,000	6	1862	---
3d Mortgage	800,000	7	1865	53	3d Mortgage (convertible)	750,000	10	1863	---	*Kentucky Centr. (Cov. and Lex.) :				
4th Mortgage (S. F.)	950,000	7	1855	---	4th Mortgage (G. W. R. R.)	500,000	8	1863	---	1st Mortgage	160,000	6	---	---
Income (1858, '69 and '60)	1,365,800	7	1876	---	Dubuque and Pacific :					1st Mortgage	260,000	7	1860	---
Income (iss. to Muskingum Co.)	100,000	7	1862	---	New Construction	800,000	---	---	---	2d Mortgage (convertible)	1,000,000	7	---	---
Charleston and Savannah :					Dubuque Western :					3d Mortgage	600,000	7	---	---
1st Mortgage (endorsed)	510,000	6	---	---	1st Mortgage	344,000	†	---	---	Guaranteed by Covington	200,000	6	---	---
2d Mortgage	1,000,000	7	---	---	Eastern (Mass.) :					Cincinnati (exchanged)	100,000	6	---	---
Cheshire :					Income (due \$75,000 annually)	525,000	6	var.	---	Income (issued 1854)	400,000	10	1859	---
Mort. (1860, '63, '75 and '77)	786,400	7	var.	---	2d Mortgage (convertible)	710,000	5	1862	98½	Income (issued 1855)	210,000	6	1860	---
Chicago, Burlington & Quincy :					3d Mortgage (convertible)	445,000	6	1874	101½	Kent'ky Centr. (Lex. and Danv.) :				
Consolidated 1st Mort.	1,500,000	8	1883	93½	1st M. (State) \$75,000 a y'r after '65	500,000	5	var.	---					
Consolidated Convert. Mort.	252,000	---	---	---	East Tennessee and Georgia :					Keokuk, Ft. D. Moines and Minn. :				
Chic. and Ann. 1st Mort.	399,000	7	1867	---	State, 1st Mortgage	970,000	---	---	---	City of Keokuk, 20 years	400,000	8	---	---
Chic. and Ann. 2d M. (S.F.)	303,000	7	1869	---	Endorsed by State of Tennessee	150,000	---	---	---	City of Keokuk, (special tax)	150,000	10	---	---
Cent. Mil. Tr. 1st Mort.	392,000	7	1864	---	Mortgage (ordinary)	790,688	---	---	---	Lee County, 20 years	150,000	8	---	---
Cent. M. T. 2d M. (Conv.)	245,000	8	1865	---	East Tennessee and Virginia :					Keokuk, Mt. Pleasant and Muscat. :				
Chicago, Alton and St. Louis :					State, 1st Lien	1,602,000	---	---	---	Lee County	150,000	8	---	---
1st Mortgage	---	---	---	---	Endorsed by State of Tennessee	200,000	---	---	---	City of Keokuk	200,000	8	---	---

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Due.	Price.	Description.	Amount.	Interest.	Due.	Price.	Description.	Amount.	Interest.	Due.	Price.
La Crosse and Milwaukee:					Montgomery and West Point:					Orange and Alexandria:				
1st Mortgage (Eastern Div.)	\$903,000	†			Alabama State Loan	\$122,622				State Loan	\$400,000			
2d Mortgage (Eastern Div.)	1,000,000	†			Mortgage (due 1890, '63 and '65)	350,000	6	var.		1st Mortgage	1,065,500	6		81
1st Land Grant (Western Div.)	4,000,000	†		174	Mortgage	450,000	8	1866		2d Mortgage	461,378	8		82½
2d Land Grant (Western Div.)	353,600	†		174	Muscougee:					Pacific (Mo.):				
3d Mortgage (whole road)	1,700,000	†			1st Mortgage	249,000	7			State (Mo.) Loan	7,000,000	6		
Farm Mortgage	1,087,700	†			Nashville and Chattanooga:					State Loan (S. W. Branch)	2,800,000	6		
Unsecured Bonds	1,785,000	†			Mortgage (State endorsed)	1,500,000				Construction	4,500,000	6		
Lexington and Frankfort:					Chat. and Clev. Subse. (endors.)	150,000				Panama:				
Mortgage, due 1864, '69 and '74	130,000	6			Not endorsed	24,000				1st Mortgage Sterling	1,250,000	7	1865	100
Little Miami:					*New Albany and Salem:					2d Mortgage Sterling	1,150,000	7	1872	
Cincinnati Loan	100,000				Crawfordsville	175,000	7			Convertible	27,000	7		
1st Mortgage	138,000	6	1883	83½	1st Mortgage	500,000	10			Pennsylvania:				
2d Mortgage	7,000	6			1st Mortgage	2,235,000	6			1st Mortgage (convertible)	4,905,000	6	1883	101½
3d Mortgage	981,000	6			New Haven and Hartford:					2d Mortgage	1,928,000	6	1875	85
Long Island:										2d Mortgage Sterling	1,539,840	6	1875	
State Loan (S. F.)	100,000	5	1876							State Works Bonds	7,400,000	6		
1st Mortgage	500,000	6	1870	80						Pennsylvania Coal Company:				
Louisville and Frankfort:					N. Hav., N. Lond. and Ston'gton:					1st Mortgage	600,000	7		
Louisville Loan	174,000				Mortgage	450,000	7			Penobscot and Kennebec:				
1st Mortgage	248,000				Extension	200,000	6			Bangor City 1st Mortg. (Coupon)	800,000	6	1874	
Louisville and Nashville:					100,000	10				2d Mortgage (Coupon)	250,200	6	1876	
State [Tenn.], 1st Lien	800,000	6			New Haven and Northampton:					3d Mortgage (Coupon)	156,600	6	1871	
1st Mortgage	2,000,000				1st Mortgage	500,000		1869		Pensacola and Georgia:				
McMinnville and Manchester:					New Jersey:					State Internal Improvement			7	35 y's
State [Tenn.]	872,000	6			Company's (various)	711,000		var.	103	Free Land				
Mortgage	24,000	7			New London, William and Palmer:					Peoria and Oquawka:				
Mortgage	10,000	6			1st Mortgage	600,000	71							
Madison and Indianapolis:					2d Mortgage	300,000	61			Peru and Indianapolis:				
State [Ind.] Loan					Income (convertible)	152,000	61							
Mortgage					New London City	100,000	61							
*Marietta and Cincinnati:					N. Or'n's, Jackson and Gt. North:					Petersburg:				
1st Mortgage (convertible)	2,500,000	71	1868		State (Miss.) Loan	155,000				Mortgage (due 1863 to 1872)	103,000	7	var.	
2d Mortgage	2,000,000	71			1st Mortgage	3,000,000	8	1886		Petersburg and Lynchburg (S. Side):				
3d Mortgage	1,500,000	71			N. Or'n's, Opelous, and Gt. West:					State (Va.) Loan (S. F.)	800,000	7		
Sterling Income	333,000	4			Louisiana State Loan	621,000				1st Mortgage (1869-'70-'75)	385,000	6	var.	
Domestic	928,617		'60-'62		New Orleans City Loan	1,500,000				3d Mortgage (1862-'70-'75)	378,000	6	var.	
Memphis and Charleston:					1st Mortgage (S. F.)	2,000,000	8	1889		Special Mortgage (1865-'68)	175,000	6	var.	
State [Tenn.] Loan	1,100,000	6			New York Central:					Last Mortgage (1861 to 1869)	133,500	8	var.	
1st Mortgage	1,000,000	7	1880		Albany Loan—Alb. and Sch'dy.	127,000	5	1864	102	Phila., Germant'n and Norrist'n:				
Memphis, Clarkesv. and Louisv.:					State Loan—Sch'dy and Troy	100,000	6	1867	93	Consolidated Loan	274,800			
State [Tenn.] Loan	910,000	6			State Loan—Rochester and Syr.	77,382	54	1861		Loan of 1842	100,000			
Memphis and Ohio:					State Loan—Buffalo and Roch.	55,300	54	1865		Philadelphia and Reading:				
State [Tenn.] Loan	1,340,000	6			State Loan—Roch., L. and N. F.	298,000	7	1861		Mortgage	705,000	5	1860	91½
Michigan Central:					Stock Subscription	785,000	6	1883	96	Mortgage	1,572,800	6	1860	91½
1st Mortgage Sterling	467,489	6		90	Premium Consolidated Stock	8,000,000	6	1883	96	Mortgage (convertible)	886,000	6	1860	91½
1st Mortgage (convertible)	500,000	8		96	Real Estate	221,000	6	1883	96	Mortgage (convertible)	134,000	6	1860	91½
Unconvertible	268,000	8			New Convertible	3,000,000	7	1884	101½	Mortgage	3,209,600	6	1870	79½
1st Mortgage (convert.) Dollar	3,881,000	8			*New York and Erie:					Mortgage (convertible)	3,586,500	6	1886	66½
1st Mortgage (S. F.) convertible	3,087,000	8		100	1st Mortgage	3,000,000	7	1867	103½	Lebanon Valley R. R. (convert.)	1,500,000	7	1886	71
Mich. Southern and N'n Indiana:					2d Mortgage	4,000,000	7	1869	103	Real Estate Mortgage	516,450		var.	
Michigan Southern	993,000	71	1857		3d Mortgage (convertible)	6,000,000	7	1871	92	Phila., Wilmington and Baltimore:				
Northern Indiana	985,000	71	1861	82	4th Mortgage (convertible)	3,729,000	7	1880	85½	Mortgage Loan	688,929	6	1860	
Erie and Kalamazoo	300,000	†	1862		5th Mortgage	1,277,000	7	1883	75	Mortgage Loan	1,096,500	6	1884	
Michigan Southern	259,000	†	1863		Unsecured (convertible)	2,618,000	7	1871	55	Improvement	119,000	6	1863	
Northern Indiana	299,000	†	1863		Unsecured (convertible)	2,443,000	7	1862	55	Pittsburg and Connellville:				
Jackson Branch	203,000	†	1865	81	Sinking Fund	2,193,000	7	1876	55	Pittsburg Loan	600,000			
Goshen Air Line	1,335,000	†	1868	74	New York and Harlem:					Alleghany Co. Loan	750,000			
Detroit and Toledo	336,000	†	1876		1st Mortgage	3,000,000	7	1873	99½	Connellsville Loan	100,000			
General Mortgage (S. F.)	2,458,000	†	1885	75	2d Mortgage	1,000,000	7	1864	97½	McKeesport Loan	100,000			
2d Mortgage	2,175,000	†	1877	67	3d Mortgage	1,000,000	7	1867	79	Baltimore Loan	1,000,000			
*Milwaukee and Beloit:					New York and New Haven:					Cumberland Loan	200,000			
1st Mortgage	630,000	8			1st Mortgage	311,000	7	1860	94	*Pittsburg, Ft. Wayne and Chicago:				
Milwaukee and Chicago:					1st Mortgage	964,000	6	1866	94	1st Mortgage (O. and P.)	1,000,000		1865	
1st Mortgage	400,000	8			1st Mortgage	930,000	6	1875		2d Mortgage (O. and P.)	750,000		1866	
2d Mortgage	200,000	7			N. York, Providence and Boston:					Income (O. and P.)	1,991,000		1873	92½
*Milwaukee and Horicon:					1st Mortgage	331,000	6			Bridge (O. and P.)	129,500			
1st Mortgage	420,000	8			North Carolina:					1st Mortgage (O. and I.)	1,000,000		1872	
2d Mortgage	600,000	8			State Loan	2,000,000	6			2d Mortgage (O. and I.)	380,000		1873	
Farm Mortgage	150,000	10			State Loan	1,000,000	6			1st Mortgage (F. W. and Chlo.)	1,250,000		1873	
Milwaukee and Mississippi:					North-Eastern (S. C.):					Real Estate (F. W. and Chlo.)	408,000		1874	
1st Mortgage (convertible)	74,000	101	1861	65	1st Mortgage	700,000				Mortgage, Consolidated Comp'y	1,229,000		1887	
1st Mortgage (convertible)	528,000	81	1862	72	2d Mortgage	224,500				Pittsburg and Steubenville:				
1st Mortgage (convertible)	650,000	81	1863	71	Real Estate	35,910				Mortgage	800,000	†	1866	
1st Mortgage (convertible)	1,250,000	81	1877	70	Northern Central:					Platte County:				
South-West Branch	350,000	81	1866	70	Balt. and Susq. R. R. (Coupons)	150,000	6	1866		State (Mo.) Loan	300,000	6	1879	
2d Mortgage	600,000	101	1862	45	Md. State Loan (B. and Susq.)	150,000	6			Potsdam and Watertown:				
Construction	500,000	71	1869		York and Cumberland 1st Mort.	175,000	6	1870		1st Mortgage	800,000	71	'64-'74	
3d Mortgage	600,000	81	1862	57	York and Cumberland 2d Mort.	25,000	6	1871		Quincy and Chicago:				
Mississippi Central:					York and C. guar. by Baltimore	600,000	6	1877		1st Mortgage	1,300,000		1873	
1st Mortgage	1,007,863	7			N. C. Contract	292,300	6	1875		Racine and Mississippi:				
Income	91,200	10			Construction	1,905,500	6	1888		1st Mortgage (Eastern Division)	680,000	†		
Tennessee State	45,000	6			Northern (Ogdensburg):					1st Mortgage (West'n Division)	787,000	†		
Mississippi Central and Tenn.:					1st Mortgage	1,500,000	71	1869		Coupon	100,000		1862	
State [Tenn.] Loan	529,000	6			2d Mortgage	5,077,000	71	1861		Rensselaer and Saratoga:				
Income	95,500				North Missouri:					1st Mortgage			7	1863
Mississippi and Missouri:					State Loan	2,000,000	6			Richmond and Danville:				
1st Mortgage (convertible)	1,000,000	7			State Loan	2,000,000	6			State (Va.) Loan	600,000			
2d Mortgage (S. F.)	400,000	8			State Loan	350,000	6			Guaranteed by State	200,000		1875	
Oskaloosa Division	1,425,000	7			North Pennsylvania:					Mortgage (Coupon)	250,000		1869	91
Land Grant	7,000,000	7			Mortgage	2,500,000				Registered	150,000		1860	
Mississippi and Tennessee:					Chatell Mortgage	214,500	10		68	Richmond, Fred. and Potomac:				
Tennessee State Loan	98,000	6	1885		Northern (N. H.):					Sterling (£67,000)	324,000		1860	
Mississippi State Loan	202,799	6			Mortgage (due 1860, '64 and '74)	219,500		var.		Convertible	54,500		1875	
1st Mortgage	171,000	7	1876		Norwich and Worcester:					Dividend Certificates	35,800		1867	
City (Mobile) Tax Loan	400,000	6			Mass. State Loan	400,000	6	1877		Dividend Certificates	225,800		1869	
Tennessee State Loan	674,800	6			Mortgage	205,800	6	1860		Richmond and Petersburg:				
Alabama State Loan	389,410	6			Mortgage	16,000	7	1860		Coupon	150,000		1875	
Income	759,415	8	1861		Dividend Scrip and Bonds	102,330	6	var.		*Rutland and Burlington:				
Income	354,723	8	1862		Ohio and Mississippi (O. and Ind.):					1st Mortgage	1,800,000			
Income	875,132	8	1863		1st Mortgage	2,193,500	†	1858		2d Mortgage	918,500			
Income	18,700	8	1867		2d Mortgage	310,995	†			3d Mortgage	426,400			
Sterling	878,085	6	1883		Construction	4,687,920	†	1858	17	Sacramento Valley:				
Mississippi State Loan	200,970	6			Income	3,691,185	†	1858		1st Mortgage	400,000			
					Ohio and Mississippi (Ill.):					2d Mortgage	356,000			

AMERICAN RAILROAD BOND LIST.

For explanations see preceding pages.

Description.	Amount.	Interest.	Due.	Price.
Sandusky, Dayton and Cincinnati:				
Mortgage	182,000	10	1858	---
Mortgage	997,000	7	1868	---
Mortgage	1,000,000	7	1875	---
Dividend	224,000	6	'60-'62	---
Sandusky, Mansfield and Newark:				
1st Mortgage	1,290,000	7	---	---
Saratoga and Whitehall:				
1st Mortgage	250,000	7	1858	---
1st Mortgage (R. and W. Br.)	100,000	7	1858	---
Unsecured	45,000	7	1858	---
Seaboard and Roanoke:				
1st Mortgage	300,000	---	1860	---
2d Mortgage	75,000	---	1870	---
4th Mortgage	60,000	---	1856	---
South Carolina:				
State Loan	200,000	6	1868	---
Sterling	183,333	6	1863	---
Sterling	2,000,000	5	1866	---
Auditor's	246,500	7	---	---
Southern Mississippi:				
1st Mortgage	500,000	---	---	---
South-Western (Ga.):				
1st Mortgage	631,000	---	1875	---
*Springfield, Mt. Vern. and Pittsb.:				
1st Mortgage	500,000	---	---	---
2d Mortgage	450,000	---	---	---
*Steubenville and Ind. (P. C. and O.):				
1st Mortgage	1,500,000	---	---	---
2d Mortgage	900,000	---	---	---
*St. Louis, Alton and Chicago:				
1st Mortgage	2,000,000	7	---	---
2d Mortgage	1,535,000	7	---	---
3d Mortgage (Income)	1,000,000	10	---	---
St. Louis and Iron Mountain:				
State (Mo.) Aid	2,501,000	---	---	---
St. Louis City Subscription	500,000	---	---	---
St. Louis County Subscription	1,000,000	---	---	---
Carondelet Subscription	50,000	---	---	---
Sunbury and Erie				
Mortgage	1,000,000	7	---	---
Mortgage	7,000,000	5	---	---
Syracuse, Binghamton and N. Y.:				
Terre Haute, Alton and St. Louis:				
1st Mortgage (convertible)	1,000,000	7	'62-'72	70
2d Mortgage (convertible)	2,000,000	7	'68-'70	40
1st Mortgage (Bel. and Ill.)	517,000	7	1873	---
2d Mortgage (Bel. and Ill.)	494,000	7	1869	---
3d Mortgage (Bel. and Ill.)	503,000	10	1874	---
Tennessee and Alabama:				
State (Tenn.) Loan	814,000	---	---	---
Mortgage	46,000	---	---	---
Terre Haute and Richmond:				
1st Mortgage (convertible)	230,000	7	1866	---
Toledo, Wash. and Western:				
1st M. (L. Er., Wab. and St. Louis)	2,500,000	7	1865	67 1/2
2d M. (L. Er., Wab. and St. Louis)	1,000,000	7	1869	---
3d M. (L. Er., Wab. and St. Louis)	1,200,000	7	1891	---
Real Estate (L. Er., W. and St. L.)	300,000	7	1861	---
1st Mortgage (Toledo and Ill.)	900,000	7	1865	67 1/2
2d Mortgage (Toledo and Ill.)	800,000	7	1865	67 1/2
3d Mortgage (Toledo and Ill.)	600,000	7	1865	67 1/2
*Vermont Central:				
1st Mortgage	---	7	---	17 1/2
2d Mortgage	---	---	---	1 1/2
Virginia Central:				
Mort. guaranteed by State of Va.	100,000	6	1880	85
Mortgage	206,000	6	1872	82 1/2
Mortgage (coupons)	941,000	6	1884	---
Dividend, due 1865, '66 and '75	238,346	6	var.	---
Income (1859 to 1863)	168,382	7	var.	---
Virginia and Tennessee:				
State (Va.) Loan	1,000,000	6	1887	---
1st Mortgage	500,000	6	1872	85
Fractional Mortgage	23,500	6	1868	82 1/2
2d or Enlarged	1,000,000	6	1884	81
Salt Works Br. Mort. due '58-'61	203,000	6	var.	---
3d Mortgage (Income)	431,000	6	1865	85
Warren (N. J.):				
1st Mortgage	568,500	---	1875	---
Watertown and Rome:				
Mortgage (new bonds)	800,000	7	1880	---
Western (Mass.):				
Sterling (\$899,900)	4,319,520	5	'68-'71	---
Albany City (Alb'y and W. S.)	1,000,000	6	'66-'76	---
*Western Vermont:				
1st Mortgage	700,000	---	1861	---
Williamsport and Elmira				
1st Mortgage	1,000,000	7	1890	68
Wilmington and Manchester:				
1st Mortgage	598,000	---	1866	70
2d Mortgage	1,000,000	---	---	---
Income	177,000	---	---	---
Wilmington and Weldon:				
Mortgage, payable in England	443,555	---	---	---
Sterling, issued in 1858	144,500	---	---	---
Company's, endorsed by State	203,500	---	---	---
Winchester and Potomac:				
Mortgage	120,000	6	1867	---
York and Cumberland:				
1st Mortgage	398,000	7	---	---

New York Stock Exchange.

Sale Prices for the week ending March 6, 1861.

Th. 23. F. 1. Sat. 2. M. 3. Tu. 4. W. 5.

FEDERAL STOCKS:					
U. S. 5s, 1874	87 1/2	88 1/2	87 1/2	85	86
U. S. 5s, 1865	91	91	90	---	---
STATE STOCKS:					
California 7s	87	87 1/2	---	---	88
Georgia 6s	---	---	---	---	---
Illinois 6s	---	---	---	---	---
Indiana 5s	---	---	---	---	---
2 1/2s	---	---	---	---	---
Kentucky 6s	---	---	---	---	---
Louisiana 6s	---	---	---	---	---
Maryland 6s	---	---	---	---	---
Michigan 6s	---	---	---	---	---
Minnesota 8s	---	---	---	---	---
Missouri 6s	70	69 1/2	66	66 1/2	65
New York 5s, 1874	---	---	---	---	---
7s, 1864	---	---	---	---	---
North Carolina 6s	82	---	82	---	81
Ohio 6s, 1870	---	---	90	---	102 1/2
Tennessee 6s, 1890	76	77	75 1/2	73 1/2	72 1/2
Virginia 6s	79	81	77	77	76
RAILROAD STOCKS:					
Chicago, Burl. and Q. 7s	74	74	74	71	69 1/2
Chicago and Rock Isl. 6s	61	60	58	59	56
Chicago and N. West	---	---	---	---	---
Clev., Painesv. & Asht. 120	120	---	---	---	---
Clev. and Pittsburg	---	---	---	---	---
Clev. and Toledo	37 1/2	36	36 1/2	36	33 1/2
Del., Lack. and West	82	---	---	---	---
Galena and Chicago	74	72 1/2	72	69 1/2	70
Hudson River	47	46	45 1/2	46 1/2	44 1/2
Illinois Central (scrip)	84	82	81	82	80
Indianapolis and Vinc.	---	---	---	---	---
Michigan Central and Cinc.	60 1/2	58 1/2	58 1/2	56 1/2	55 1/2
M. S. and N. I. guar'd	33 1/2	35	35 1/2	34 1/2	34
M. S. and N. L.	15 1/2	15	14 1/2	15	15 1/2
Milwaukee and Miss.	---	---	---	---	---
New Jersey Central	115	---	---	---	---
New York Central	80	79	78	79	77 1/2
New York and Erie	35	35 1/2	32 1/2	32 1/2	31 1/2
N. York and Harlem	17	16	15 1/2	16	15 1/2
N. Y. and H. "pref."	42 1/2	40	40	40	30
Panama	115 1/2	116 1/2	115 1/2	115 1/2	115
Phila. and Reading	47 1/2	45	45 1/2	45	41
RAILROAD BONDS:					
Buff. N. Y. & Erie 1 M.	---	---	---	---	---
Chic. and N. W. 1st M.	40	39 1/2	---	39 1/2	39
" " 2d M.	16	---	---	---	---
" " S. F.	76 1/2	77	---	---	---
Cl. & Tol. S. F. 1 p.c.	85	---	75	---	75
D. L. & W. 1 M. 8 p.c.	71 1/2	98	---	---	---
" 2 M. 8 p.c.	81	---	92	---	---
Gal. and Ch. 1 M. 8 p.c.	63	---	---	---	---
" 2 M. 8 p.c.	75	95	---	---	---
Hann. & St. J. 1 M. 8s.	48 1/2	48	48	49 1/2	---
Hudson R. 1 M. 7 p.c.	69	---	105 1/2	---	105
" 2 M. 7 p.c.	60	101	---	---	---
" 3 M. 7 p.c.	75	87	87	87	86
Illinois Centr. 7 p.c.	75	97	---	98	97 1/2
" 6 p.c.	75	97	---	98	97 1/2
L. Erie & Wab. 1 M.	68	---	---	---	---
" 2 M.	---	---	---	---	---
Mich. Cen. S. F. 8 p.c.	82	100	---	---	---
" conv. 8 p.c.	69	---	---	---	---
Mich. Southern 1st M.	---	---	---	---	---
" " 2d M.	57	---	57	57	---
" " S. F.	75 1/2	76	---	---	---
M. S. & N. I. 1 M. S. F.	---	---	---	---	---
" 2 M. 8 p.c.	77	---	---	---	---
Northern Ind. 1 M.	---	---	---	---	---
" 2 M.	---	---	---	---	---
N. J. Central 1st M.	103 1/2	---	---	---	---
N. Y. C. 6 p.c. certif.	83	96	---	---	---
" 1 M. 7 p.c.	64	102	---	---	---
N. Y. & E. 1 M. 7 p.c.	67	---	---	---	---
" 2 M. 7 p.c.	64	---	---	---	---
" 3 M. 7 p.c.	83	92	---	---	---
" 4 M. 7 p.c.	80	85 1/2	---	---	---
" 5 M. 7 p.c.	83	---	---	---	---
" conv. 7 p.c.	62	---	---	---	---
" 7 p.c.	71	---	---	---	---
" S. F.	75	---	---	---	---
N. Y. & H. 1 M. 7 p.c.	73	99 1/2	99 1/2	---	---
" 2 M. 7 p.c.	64	---	---	---	---
" 3 M. 7 p.c.	67	---	79	---	---
Penn. 1 M. 7 p.c. conv.	88	---	---	---	---
" 2 M. 6 p.c. conv.	75	---	---	---	---
Ph. and Read. 6 p.c.	60	---	---	---	---
" 6 p.c.	70	---	---	---	---
T. H. and A. 1 M. 8s	72	---	---	---	---
" 2 M. 8s	70	---	---	---	---
BANK AND INSURANCE STOCK:					
Am. Exchange Bank	---	---	---	---	---
America, Bank of	104	---	---	105	---
Commerce, Bank of	---	90 1/2	---	90 1/2	---
Merchants' Exch. Bk.	---	97 1/2	---	---	---
Mercantile (Mar.) Ins.	---	---	---	---	---
Commonwealth Bank	---	---	---	---	---
Metropolitan Bank	105	105	---	---	---
MINING STOCK:					
Pittsburg	---	---	---	---	---
Rockland	---	---	---	---	---
Minnesota	---	---	---	---	---
Isle Royale	---	---	---	---	---
MISCELLANEOUS:					
Del. and Hud. C. Co.	90	90	90	90	90
Cumberland Coal Co.	7 1/2	7 1/2	8	7 1/2	7
Penn'a Coal Co.	78	---	77	---	76
Pacific Mail S. S. Co.	88	88 1/2	86 1/2	86 1/2	84
Canton	15	15	14 1/2	14 1/2	15
Brooklyn Water W. A.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2

The following are the closing prices in the London Market on the 12th February:

United States 5 p. c. red. '74	86	to	88
Illinois Central 6 p. c. red. 1875	85	to	87
Do. 7 p. c. red. 1875	86	to	88
Do. do. Fr. L'd red. '60	92 1/2	to	93 1/2
Do. \$100 shares, all p'd. 70	72	to	72
Mich. Cen. 8 per cent. con. '60	93	to	95
Do. do. 1869	87	to	89
Do. do. 1st mortgage	---	---	---
(sinking fund), 1883	87	to	89
Do. \$100 shares	50	to	55
Michigan S. & N. Indiana 7 per ct.	---	---	---
(sinking fund) 1885	70	to	72
Do. \$100 shares	15	to	20
New York Central, 6 per cent. (sinking fund) 1883	84	to	86
Do. 7 per cent. 1864	90	to	92
Do. 7 per cent. (sinking f.) 1876	92	to	94
Do. \$100 shares	72	to	74
New York and Erie 1st mortgage 7 per cent. 1867	89	to	91
Do. 2d mortgage, 1869	88	to	90
Do. 3d do. 1883, assented	78	to	79
Do. Bonds, 1862, '71, '75 do.	58	to	60
Do. Shares, assented	29 1/2	to	30 1/2
Pennsylvania Central B'ds, 1st mort.	---	---	---
conv. 6 per cent.	85	to	87
Do. 2d mort. 6 per cent. sterling	89	to	91
Do. \$50 shares	36	to	38
Phila. and Reading B'ds, 6 p.c., 1860	75	to	80
Do. 6 per cent. 1870	75	to	80

American Railroad Journal.

Saturday, March 9, 1861.

Share and Money Market.

The Share Market has been in a feverish condition during the week. The inauguration of the new President with the declaration of his policy in his message, engrossing almost entirely the public attention. The first effect of the message was favorable, followed by a downward turn under which prices fell off largely. There is an universal feeling that we are on the brink of hostilities, which may at any moment be precipitated by some unseen accident or cause. There are so many points in which we can come in collision, and so many questions arising for which no apparent solution exists, it is felt that one is not sure that peaceful relations will continue for an hour. Under such circumstances we must expect to witness the greatest degree of sensitiveness, till the future is more clearly seen. The struggle now is to avoid a hostile outbreak, and to preserve from interruption the commercial operations of the country. Almost the sole value of the Union is the entire freedom it has given in our internal trade, which has now become of such vast magnitude, that the least interruption to it causes a tremendous loss. The message is so variously understood that we must see how it is construed by the administration, before we can judge of its policy.

The only solution of our difficulties is time, and should the National Government, and that of the Seceding States remain inactive, the necessities and wants of the people would in the end point out the remedy. If our commercial matters can move on harmoniously, we could afford to wait indefinitely upon political events. We can hardly expect cordial sympathy to exist between the extremes of the country, upon political subjects, while, at the same time, we may remain a homogeneous people in all our commercial relations.

The season opens very promisingly for our railroads. All the great interior water routes will soon be navigable, and we shall then commence moving last year's crop, the greater portion of which still remains in first hands. The winter has been a favorable one, the earnings of our roads being, on the average, considerably in excess of the previous year. The active demand abroad for bread stuffs will give our public works full employment for the year to come.

(From the Vicksburg Whig, Feb. 27th.)

Complimentary Testimonial.

PRESENTATION OF A SPLENDID SILVER SERVICE TO THE HON. WM. C. SMEDES, PRESIDENT OF THE SOUTHERN RAILROAD COMPANY.—The magnificent silver dinner service, voted to the Hon. Wm. C. Smedes, by the Southern Railroad Company, as an appreciation of his faithful and efficient services as President of the road, was presented to Mr. Smedes yesterday morning, in the presence of the Board of Managers and a few invited friends. The presentation took place at the office of the President at the depot, and the presentation speech was made by Dr. M. Emanuel, Vice-President of the road, in an appropriate and well-timed commentary on the services of Mr. Smedes, as well as the important advantages likely to flow from the completion of this great public work. The response of Mr. Smedes was eloquent and feeling, and like all his speeches, equal to the occasion.

The service presented was manufactured to the order of Mr. J. N. Klein, jeweler of this city, and is the most splendid dinner set we have ever seen, or that ever has been exhibited, perhaps, in this section of the country. It consists of seventeen pieces, magnificently and elaborately wrought. The design is a deer chase, beautifully displayed on the large pieces. Altogether it is a gift alike creditable to the givers and to the receiver.

The occasion of the presentation was made one of general good feeling. Incidents in the history of the progress of the road were detailed, complimentary sentiments were offered, and congratulations exchanged over the completion of a work calculated to do so much in developing the resources of our State and building up our own city.

We cannot refer to the public importance of the completion of this great work in more appropriate terms, than by quoting the following passage from the remarks of Dr. Emanuel:

"A large and valuable portion of our State, that was an unapproachable wilderness, and of little more utility than when inhabited by Indians, has been redeemed and regenerated, and will ere long, contain a thriving population not inferior to that of any section of the State. It was aptly remarked by Ragnal that "if we travel over all the earth, wherever we shall find no facility of passing from a city to a town, or from a village to a hamlet, we may pronounce that country and that people to be barbarous." By such a test applied to that country previous to the building of the Southern Railroad, but few countries exhibited a greater need of railway improvement to develop its resources, than that through which our road has been built. It already begins to show the beneficial effects and stimulating influence of that most potent and wonderful of all physical and ameliorating agents, the railway and steam engine. By their magical effect we see that once desolate country brought rapidly under man's subjection, and made to blossom like the rose, and capable of being made to teem with plenty, placing mankind on the high road to success in life, securing to them all the

advantages of a concentration of population, capital, and enterprise, giving them all the facilities for railroad transportation, of such vital importance to their prosperity and well being. That road is now happily performing the functions of a main artery of the human system, supplying blood to its members. It is now conveying and distributing the great essential necessity of life, bread, to whole communities, threatened with famine, to them as essential for the preservation of life as the vital blood itself. But I trust the day is near at hand, when our road will assume the important attitude, and fulfill, not only the designs and expectations of its early friends, but the great and actual necessity of the day—and that is to connect Vicksburg by railway on a direct east line with Montgomery, now the proud capital of the South, and bring these two important cities within fifteen hours of each other. What our road now is, and what it would be then, might be compared to the hues of the purple dawn, contrasted with the fulgence of the full orb'd sun.

"Whether the absurd and wicked war policy of the old government, shall prevail, or whether wise council and true patriotism shall interpose to avert the calamities of civil war, the seat of Government of the Confederate States of America, at least for the next four years, in my opinion, will be established at Montgomery. Then, in the event of war what a necessity would immediately arise that there should be an unbroken line of railway from Monroe in Louisiana, on the Ouachita river, seventy-five miles west of Vicksburg, to which point the V. S. & T. Railroad is now completed, to Savannah and Charleston via Montgomery; so that troops and army supplies could be transported with the utmost certainty and celerity, through the Confederate State, exclusively, from East to West, and from West to East, as they may be required. How strong and urgent then, is the necessity of supplying with the least possible delay, those broken links in the line between Vicksburg, on the Mississippi, and Montgomery, on the Alabama river.

But if, on the other hand, the South is peaceably permitted to establish its independence, and enjoy the Government of its own preference, nothing will be more conducive to the rapid development of its growth, strength and prosperity, than such a direct east and west line of railway, penetrating as this would do, through five out of six of the cotton States, now constituting the new Confederacy. And here let me remark, that in my view the wide spread existence of railways through the American States, will more than all other instrumentalities operate to prevent war. But if unhappily reckless madness shall wield the power and direct the destinies of the country, and light the flames of war, the same all-powerful cause will contribute more than every other means, to lessen its horrors and shorten its duration. No small share of the honor and credit of producing these sublime and benevolent effects is due to you, Sir, as the builder of the Southern Railroad, and as long as that work endures it will honorably perpetuate the name and fame of Wm. C. Smedes, its distinguished President.

Cincinnati and Chicago Air Line.

The last rail on the Cincinnati and Chicago Air Line Railroad, which completes the line from Richmond to Valparaiso, the intersection with the Chicago and Fort Wayne has been laid.

Providence and Worcester Railroad.

At the annual meeting of the Providence and Worcester Railroad Company held on the 4th ult., the following gentlemen were elected Directors for the ensuing year: Horatio N. Slater, E. P. Mason, James Y. Smith, Alexander DeWitt, Paul Whitin, Harvey Chace, Thomas P. Shepard, William M. Bickford, Henry Goulding, Isaac Davis, Isaac H. Southwick, Edward Pearce, Duty Greene, Henry Chapin, William S. Slater, John Carter Brown, Peleg W. Lippitt, Gideon L. Spencer.

Railroad Interests in Missouri.

A bill of great importance to the railway interest of Missouri has been introduced in the lower House of the State Legislature, of which the following is a synopsis:—Section 1 releases the first lien of the State on the Iron Mountain Railroad to the extent of \$1,000,000; on the southwest branch to the extent of \$2,000,000; on the Pacific Railroad from Jefferson City to Independence to the extent of \$1,500,000; on the North Missouri to the extent of \$2,000,000; and Platte Valley Railroad \$500,000; and authorizing the companies named to issue first mortgage bonds on their road, appurtenances, etc.

One object is to enable the North Missouri Railroad to complete its own road, and also the Missouri Valley Railroad, and the Chariton and Randolph Railroad, with a view of connecting these roads with the North Missouri Railroad. The State, in effect, allows the road to borrow \$7,000,000 upon first mortgage bonds, but should the \$7,000,000 not complete the roads, and put them in a condition to fulfil their present obligations, the State steps in and runs the roads for its benefit, to the exclusion of the new bondholders' interests.

Interest and Dividends.

The coupons of the first mortgage bonds (Eastern Division) of the La Crosse and Milwaukee Railroad Company, due Nov. 1, 1860, will be paid on presentation at the office of the Receiver in Milwaukee, with exchange on New York.

The coupons of the bonds of the City of Milwaukee, issued to the La Crosse and Milwaukee, and Milwaukee, Fond du Lac and Green Bay Railroads, due September 1, 1859, and March 1, 1860, will be paid on presentation at the office of the Receiver of the La Crosse and Milwaukee Railroad, in Milwaukee, with exchange on New York.

Southern Railroad Completed.

The Vicksburg Whig, of 6th ult., says the Iron has been laid on the entire track between that city and the terminus at Meridian, in Lauderdale county, connecting with the Mobile and Ohio Railroad. A bridge which had been completed, but was washed away by a late heavy freshet, alone prevents the cars from running through. By the 4th of March, we learn, the entire line will be open to business and travel.

Cumberland River Draw Bridge.

W. Whitman, foreman of this great structure, reported that from October 28th, 1859, when it was first closed, to January 1st, 1861, nine thousand, nine hundred and ninety-nine locomotives crossed it without the slightest casualty of any kind.

During the year 1860 one thousand and nineteen steamboats, ascending and descending, passed through the draw without accident.

Pennsylvania Railroad.

The annual election for Directors of the Pennsylvania Railroad, was held on the 4th inst., at the office of the Company, and resulted in the re-election of the old Board of Directors, viz:—Messrs. J. Edgar Thomson, Washington Butcher, William R. Thompson, Josiah Bacon, Thomas Mellon, John Hulme, G. D. Rosengarten, Wistar Morris, G. W. Cass, and W. H. Smith of Pittsburgh.

Real and Personal Property in Indiana.

The following statement, containing the aggregates of the assessment of real and personal property in Indiana, for the year 1860, is taken from the report of the Auditor of State:

Number of acres.....	21,867,641
Value of lands without improvements.....	\$219,661,788
" improvements.....	55,491,249
" lands and improvements.....	275,153,032
" town lots and improvements.....	47,478,326
Total value of railroad assessment.....	6,619,842
Other corporation stock.....	1,819,246
Other personal property.....	122,944,432
Total valuation.....	455,011,378
Number of polls.....	203,098

On the above stated amount of property and number of polls, there are levied the following amounts of taxes:

State tax.....	\$ 659,159 12
County tax.....	1,192,437 95
School tax.....	538,044 86
Road tax.....	338,347 81
Township tax.....	141,641 21
Sinking fund tax.....	88,736 88
Railroad tax.....	41,339 92
Other corporation tax.....	607,721 99
Total amount of taxes for 1860.....	3,768,426 87
Delinquent tax.....	702,699 64
Total amount of taxes.....	4,471,126 51

—*Evansville Journal, Feb. 14.*

Journal of Railroad Law.**ACTION FOR DAMAGES: LIABILITY OF PLAINTIFFS FOR THE NEGLIGENCE OF THIRD PARTIES: QUESTION FOR THE JURY.**

The plaintiff, Frances A. Brown on the 21st of October, 1858, employed one Thomas, the owner and driver of a stage coach running from Albion to Batavia, in the State of New York, to carry her to Elba, a place between those villages, and took her seat in the stage with other passengers. The usual route was across the track of the New York Central Railroad Company. The stage started at about ten o'clock in the morning, which was about the time when a regular passenger train usually passed over the railroad. On this occasion, the conductor, in order to drop a car at Albion, had divided the train into three parts, with one or more brakemen on each section. The stage driver knew of the passage of the train at that hour. On approaching the railroad, he discovered the train which was moving at the rate of from eight to twelve miles an hour, and stopped his horses. After the main train had passed, that is, the engine and ten or twelve freight cars attached, he started again, and went to within three rods of the track, when he saw a single car approaching, and stopped again. When that car had passed, not seeing any others, he again started ahead with a view of driving across the track. He immediately discovered two other cars coming. Instead of stopping and jerking his horses back, he raised his whip, hit his horses, and attempted to cross the track ahead of these two cars, and the hind part of his carriage was struck by the cars. The alleged injury occurred in this way.

Upon this state of facts the questions to be determined were: first, whether there was negligence upon the part of the driver of the stage coach which materially contributed to the accident; second, whether the negligence of the stage driver, if any, should be imputed to the plaintiff in this action so as to affect the question of her recovery against the company; and third, whether, admitting the liability of the plaintiff for the negligence of the driver, the question as to whether there was or was not negligence on the part of

the driver, was in this case a question to be decided by the court or by the jury.

Upon the trial of the case the Justice was requested to non-suit the plaintiff; but the court refused and submitted to the jury the question as to the negligence of the driver, as well as the negligence of the defendants.

The jury found a verdict in favor of the plaintiff for \$500, and the defendant appealed.

The following is the opinion of the Cayuga General Term of the New York Supreme Court—the appellate tribunal.

JOHNSON, J.—It is insisted by the defendants' counsel, that the carelessness of the stage driver contributed to the injury sustained by the plaintiff; and, that the case on this point is so clear upon all the evidence, that it ought not to have been submitted to the jury, but should have been determined by the court as a question of law.

The plaintiff's counsel contends that the plaintiff is in no respect responsible for the carelessness of the driver of the stage, in which she was riding at the time of the injury, it being a public conveyance for all persons, and the plaintiff only an ordinary passenger. To sustain this position the counsel refers us to the case of Knapp vs. Dagg. That was a private carriage, in which the plaintiff was riding with her brother, and the judge at the circuit held that she was not chargeable with the negligence of the driver, with whom she was riding. It must be admitted that that was a stronger case against the plaintiff than this, where the driver was exercising a public employment as a carrier of passengers. But that was a decision upon a trial at the circuit and is not entitled to any great weight as an authority. And with all respect I am entirely satisfied that the decision is not law. This question, of passengers who have received injuries while traveling in public conveyances, such as omnibuses and vessels being chargeable with the negligence of the persons in charge of such conveyances, in actions brought by them to recover for such injuries, was very fully and thoroughly discussed, by the ablest counsel, before the common bench in England in the cases of Thorogood vs. Thorogood and Catlin vs. Stiles, and the judges unanimously held that the passenger bringing the action against the proprietors of other carriage, or vessel, which directly caused the injury, was chargeable with the negligence of the person in charge of the conveyance in which he was riding, the same as though it were his own. The principle seems to be, that the passenger having selected his conveyance, and entered into a contract with the owner, to convey him safely, has a remedy against such owner for any injury occasioned by the negligence of his servant, in managing and conducting such conveyance, and must take the consequences of any default of the servant or driver whom he thought fit to trust, as to all injuries, from other persons during the passage. The judge at the circuit, however, placed the case in this respect, upon the true ground, and charged the jury that the negligence of the driver, if any, must be regarded for all the purposes of the action, as the negligence of the plaintiff.

The only question is, whether upon the whole evidence it was so clear that the negligence of the driver contributed to the injury, that the case ought not to be submitted to the jury. In view

of all the facts and circumstances proved upon trial, I am of the opinion that it was a proper case to be passed upon by a jury. It is not every point of negligence on the point of a plaintiff which will preclude him from recovering for an injury occasioned by the negligence of the defendant. To have that effect, his negligence must be such that he might, with ordinary care, have avoided the consequences of the defendant's negligence. It is true that a person crossing a railway track is bound to use his eyes and ears to discover and avoid danger; and if he fails to do this, and receives injury which he might otherwise have avoided, he will not be allowed to recover.

But here it is apparent that the driver was on the lookout. He first stopped to let the engine and train pass and then started and stopped again to let a detached car which had been switched off, pass, before approaching the track. He then started again, supposing only one car had been switched off, and got so near the track that the horses heads were over the rail, when he saw the other cars coming, which had also been detached from the train about two rods distant. Under these circumstances I think it was a fair question for the jury whether the driver exercised ordinary care and prudence in attempting to cross the track after he saw the cars, which immediately caused the injury, approaching. Every one knows that the most experienced and careful driver has not the same immediate control over the motions and speed of his team, however safe and manageable, that a footman has, over his own, when approaching a railway track, where trains are likely to pass.

The driver whose attention is necessarily more or less directed to his team has not the same opportunity to observe every thing which may be approaching. And it is quite obvious that in a given position it might be the height of care and prudence in a driver to attempt to cross with his team, when it would be inexcusable negligence and rashness in footman to do so. All these were questions of fact, which were submitted to the jury, as appears from the case, with great care and fairness; and as we think it was not a case of non-suit, a new trial must be denied.

New Haven, New London and Stonington Railroad.

The income of this road for the year ending December 31, 1860, was:

From passengers.....	\$111,353 53
" Freight.....	15,564 21
" Mails, express, rents, etc.....	8,153 82
	\$135,071 55
Gross earnings of Extension road.....	42,930 45
	\$178,002 00

And the expenditures were:

For operating and ordinary repairs.....	\$86,908 08
Renewals, new buildings new equipment, etc.....	29,785 68
Newport connection.....	5,716 34
Operating Extension road.....	19,820 79
	141,730 89
	\$86,271 11

Interest on old road.....	\$6,495 84
Interest on Extension bonds.....	13,500 00
Construction of Extension.....	10,109 66
	30,105 50
	\$6,165 61

The following is a statement of the receipts and disbursements during the year:

Cash and bills receivable Jan. 1, 1860.	\$8,466 12
Gross earnings as above.....	185,071 55
Bills payable.....	25,465 42

\$169,003 09

Repairs, renewals and interest, as above.....	\$128,905 94
Bills receivable.....	10,431 18
Cash.....	7,884 09
Bills payable Jan. 1, 1860.....	21,781 93

\$169,003 09

The following is a statement of the receipts and expenditures of the Extension road to Dec. 31, 1860.

RECEIPTS.

Stock subscriptions collected.....	\$224,060 00
Proceeds of Extension bonds sold....	129,550 00
Bills payable.....	104,262 44
Receipts from N. Y., Prov. and Boston Railroad Company.....	17,809 81
Balance rent account.....	13,525 00
Gross earnings of Extension road....	42,930 45

\$532,137 70

EXPENDITURES.

Road and buildings.....	\$208,070 96
Land damages and real estate.....	48,045 58
Iron.....	76,172 30
Steamboat dock at Groton.....	63,472 65
Bridging.....	18,793 11
Steamboat.....	31,537 30
Groton Ferry.....	11,411 12
Legislation.....	5,129 09
Tools and machinery.....	2,506 45
Extension coupons paid.....	\$21,510 00
Interest.....	19,005 70
Bills receivable.....	6,003 22
Insurance.....	977 02
Expenses of operating.....	19,503 20

66,999 14

\$532,137 70

The number of passengers transported during the year was 155,996: the number of miles run by passenger and other trains, 129,990. The report says:

In presenting the foregoing statement of the earnings and expenditures of your road for the year 1860, the Board of Directors take much pleasure in reporting the fact that the Extension road from New London to Stonington is finally complete, notwithstanding every conceivable impediment which the enemies of the enterprise could place in our way, and the very limited faith of our friends. Our earnings in consequence are realizing our most sanguine expectations.

During the year we have constructed a very substantial steamboat dock, depot and other buildings, at Groton, at a cost of over \$60,000, whereby we secure a permanent business to the Extension road, making that portion of your property as valuable as the best railroad investment in the country; and it is confidently expected that with the increase of business which is now secured by the steamboat connection at Groton, the united earnings of the whole road the present year will reach at least \$200,000; and should we, by judicious economy, be able to operate and maintain the road for fifty per cent. of the gross earnings, as we believe, the affairs of the Company would soon be placed upon a firm and reliable footing.

The holders of a large proportion of the over due coupons of our first mortgage bonds have funded the same, in accordance with plans suggested in our last annual report. Provision is also made for the one hundred thousand over due ten per cent. bonds and coupons on the same; also for the past due coupons on the second mortgage bonds, by authority to issue two hundred thousand seven per cent. bonds, which your

Directors propose to offer as soon as the obligations of the Company can be met without the danger of future default.

It is apparent from the amount expended for the construction of the Extension road and for the re-construction of the old road, that the previous estimates came far short of the amount required, which has contributed, in no small measure, to our pecuniary embarrassment hitherto, making us more cautious how we promise immediate returns on the investment, but in no degree discouraged as to the permanent value and future income of your property.

President.—CORNELIUS S. BUSHNELL.

Directors.—Wyllis Blackstone, New York; Cornelius S. Bushnell, New Haven; E. C. Scranton, Madison; A. O. Wilcox, Madison; Sumner Bull, Saybrook; Charles J. McCurdy, Lyme; Charles C. Griswold, Lyme; Charles Mallory, Mystic; James I. Day, Stonington.

Secretary and Treasurer.—WM. T. BARTLETT.

Superintendent.—FREDERICK J. CALHOUN.

Vicksburg, Shreveport and Texas Railroad.

We have received the annual report of this company to the General Assembly of the State of Louisiana. It is dated at the office of the company, Monroe, La., January 21, 1861. It says:

During the past year the track has been extended on the Eastern Division, from Vicksburg, westwardly, to a point within three miles of Boeuf River, and the iron has been laid from the Ouachita to the Boeuf River, leaving a gap of only three miles between the ends of the rails, which will be closed so as to enable the cars to run through from Vicksburg to Monroe during the early part of the present session of the Legislature. Upon the Western Division, the work has been temporarily suspended by the pressure of the times, after having laid five miles of the track, and nearly completing the graduation of the entire road across the parish of Caddo. In all, upon reaching Monroe, we shall have seventy-nine miles of finished road, with six engines and a sufficient number of cars for immediate use, with fifteen additional miles of road nearly graded and ready for the superstructure, and iron enough in bond in New Orleans to lay this length of track. This gives the company the absolute right to sell nearly one-half of the 350,000 acres of land granted by Congress to aid in building the road. These lands reach nearly across the State, from east to west, and lie along the line of the road on either side of it, in the centre of the cotton zone, and a large portion of them are among the most productive lands in the world. About 5,000 acres of these lands have been sold at prices ranging from \$2 50 to \$20 per acre.

Omitting fractions, the company has \$275,000 still due on reliable private and municipal subscriptions, the payment of which will entitle it to draw from the State \$68,000 in bonds, making \$344,000. In addition to which, the Treasurer holds \$23,944 of bills receivable, being chiefly mortgage notes for lands sold; \$21,159 in cash and cash assets; and \$21,000 in State bonds, in all, \$66,103, which, added to the subscription due as above, makes up the sum of \$410,103; to which should be added the subscription of Fannin, Grant & Co., payable in work and materials in the progress of their contract, at cash prices, and the unsold Capital Stock and bonds of the company, and future sales of land.

The floating debt of the company amounts to \$200,520, of which \$49,000 is for money borrowed upon city acceptances during the past year; \$102,430 is due to Contractors, and \$49,090 is due on the purchase of iron. The company has expended, of its capital stock, \$1,406,936, and has disposed of \$280,000 of its first mortgage bonds, maturing 1st September, 1877.

Events are beginning to justify the policy of the State in extending aid to the full extent of Constitutional ability to the various railroads projected within its boundaries, and which together form a system admirably adapted to the development of its resources. Let us briefly illustrate

this by reference to our own road. The State subscribed \$800,000 of the capital stock of this road, and in payment of calls made, has issued to it \$281,000 of bonds, running forty years, to meet the interest on which the people of the State pay an annual tax of \$16,860. As the work progresses, and calls are made on the State for the residue of its subscription, this tax will be gradually increased, until the road shall have been finished and the business formed, when the people will be relieved from any further burden then on account of it, as no one competent to judge, acquainted with the condition of the company, the economy practiced by it, the value of its land grant, the location of the road, the importance of its communications, and the wealth and resources of the country through which it passes, can doubt that so soon as finished, the road will pay into the State Treasury annually, an amount sufficient to pay the interest upon the bonds which shall have been issued to it, and create a sinking fund adequate to redeem the principal before maturity. A comparison of the assessment rolls shows that since the work was begun on this road, the value of the taxable property has increased more than \$25,000,000 in the parishes in which its lands are situated, being those more immediately benefitted by it. This increase is chiefly owing to the progress and prospects of the road. In a portion of the parishes other causes have operated.

The general prosperity of the country has had its influence here as elsewhere, as is shown by the advance in the price of certain species of property, which is only slightly and indirectly influenced by railroads. In two of the parishes the extension of the levees on the Mississippi River has had a decided influence in increasing the value of property. In other parishes the road is the only new element of universal prosperity, and after making a liberal allowance for the operation of other causes, we must set down at least \$15,000,000 of this increase to the influence of the railroad. Upon this amount of taxable property, the State derives an annual revenue of \$45,000 which is equal to 16 per cent. interest upon the amount of bonds the State has issued to the company. The parishes receive a corresponding advantage in the shape of parish taxes upon the property developed within their limits. The parishes of Madison and Carroll have already received into their Treasuries in levee and other parish taxes, assessed upon property developed and brought into these parishes by the road more than the amount contributed by them toward building it. This is well illustrated in the case of the city of Vicksburg, which subscribed \$100,000, and within twelve months from the passage of the ordinance making the subscription, and before the second instalment of \$20,000 was paid, the road in the meantime having reached the western boundary of Madison parish, and brought in the rich trade from the Roundaway, Tensas, and Joe's Bayou, the assessed value of the property in that city had increased \$612,000. In addition to the wealth it has brought into the State, a large number of worthy citizens have been made rich by the increase in the value of their lands, and owe their fortunes to this road. The Treasury of the State has been enriched by the sale of swamp lands, and internal improvement lands brought into market by it. It has stimulated emigration to the State, and the parishes along its line are increasing in population in a manner unprecedented in the history of Louisiana. The unparalleled productiveness of the cotton lands along the line of this road, the known facilities it will afford for transportation and travel are attracting attention, and inviting capitalists from other States. There are other beneficial effects resulting, and to result from the construction of this road, which should not be overlooked. It is beginning already to bind together in community of interest sections of the State which have heretofore had little sympathy with each other. The levees built on the Mississippi, to reclaim the swamp lands, being necessary also to protect the railroad, will cause the upland parishes to feel interested to aid in keeping up the levees to the full extent that they appreciate the privileges and ad-

advantages of their railroad. Another year will show that this road will, next the Mississippi Central, be the largest feeder to the New Orleans, Jackson and Great Northern Road, in which the State and City of New Orleans are so largely interested. For all practical purposes our road terminates in New Orleans, discharging and receiving freights at the foot of Canal Street, and passengers on Calliope. The advantages enumerated will increase in an arithmetical ratio, as the road progresses toward completion.

La Crosse and Milwaukee Railroad.

The earnings of this road for the year 1860 were—

From passengers	\$229,485 22
" freight.....	486,185 64
" mails, express, etc.	40,804 89

\$756,475 75

Ordinary operating ex- penses	\$389,662 29
Extraordinary expenses..	87,233 25

\$426,895 54

Net earnings

\$329,580 21

The proportion of gross earnings of the year belonging to the respective divisions is as follows:

Eastern Division.....	\$526,277 30
Western Division.....	230,108 45

The following report of the Receiver, H. Crocker, Esq., covers the period from June 11th, to Dec. 31, 1860:

To gross earnings from June 11 to this date as per manager's report.....	\$512,212 86
Amount due foreign railroads for tickets and freight balance	17,369 14
Amount due on accounts..	10,635 94
Amount due on pay rolls..	18,205 00

Dr.

28,840 94

Total.....

\$558,422 94

Cr.

By expenses incurred in the operating department	\$257,980 00
Due pay rolls, monthly accounts, and foreign balances, at the time of taking possession of the road	45,296 38
Amount paid on account of incum- brances on real estate:	
Eastern division	\$82,283 27
Western division.....	3,208 66
Right of way, Eastern di- vision	2,191 00
Do. Western division.....	10,119 92
	47,802 85
Paid on account of rolling stock.....	60,484 22
Amount paid interest coupons 1st mortgage bonds, Eastern division, due May 1, 1860	34,379 70
Amount due from foreign railroad tickets and freight.....	983 48
Amount due from others	1,620 32
Amount due from P. O. Department.	3,920 32
Amount in the hands of agents for advanced charges	1,004 33
Balance cash on hand.....	\$97,445 84
Cash received since De- cember 31, but earned previous to that date...	7,504 64
	104,949 98

Total.....

\$558,422 94

The report of the Trustees of the Sinking Fund shows that 1st mortgage bonds, Eastern Division, to the amount of \$48,500 have been purchased, and that on the 31st December, there was a balance of \$3,826 30 in the hands of the Trustees.

The Receiver has applied for permission to build a grain elevator at La Crosse, costing \$10,-

000, which he says will be returned twice over in one year, in the saving of labor. For the next year, \$19,610 must be expended in bridge and culvert repairs, and as much more yearly for three years.

Railroad Iron at New Orleans.

500 TONS light T rail, deliverable as above without delay. Apply to

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March 6th, 1861. 6110

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They all have outside cylinders and connections. Cylinders 16x20, four driving wheels, 4 ft. 6 in. diameter, diameter of boiler, 43 in. No. of tubes, 127; length of tubes, 10 ft.; diameter of do., 1 1/2 in.; weight of engines, about 24 tons each; capacity of tank on tender, 1,500 gall.

The above Locomotives are all in good working order, and are offered for sale on account of the Company having purchased several locomotives of greater capacity. Parties in want of a good machine can have now an opportunity to purchase at a reasonable rate. Application may be made at the office in Haymarket Square, Boston.

WILLIAM MERRITT, Sup't.
Boston, Nov. 24, 1860. tf

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NIAGARA STEAM FORGE,

COR. PERRY ST. AND OHIO BASIN SLIP.

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HEAVY 4-PLY FITCHBURG DUCK OF ALL WIDTHS. 1/2 to 1 1/2 inches, **PLUSHERS, BURLAPS, CAR HEAD LININGS,** and all kinds of **RAILROAD SUPPLIES.**

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PATENT MACHINE FORGED BOLTS AND NUTS.

WE are now manufacturing these goods at our Works at Boonton, N. J.—In the manufacture of the Nuts, the patented device of the "Double Punch," viz, two punches operating from opposite sides towards the centre of the Nut, forces into the body of the Nut most of the Iron which in all other processes is punched out, and also condenses the Iron around the Bolt hole, thus ensuring the greatest strength in the Screw Thread, and making a Nut **SUPERIOR TO ANY** made by hand or the ordinary machine processes. In size they are made according to the standard approved and adopted by our best Machinists and Engine Builders. The mode of making Bolts is such as to produce an upset solid head, perfectly true on all sides, and of uniform size. The Iron used is of our own manufacture, and we guaranty it of superior quality.

We invite consumers to make trial of them, and will furnish **SAMPLES** and **PRICE LIST** on application.

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
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Capt. Wm. H. Swift, W. R. R., Phelps, Dodge & Co., N. Y.
Boston. Cooper, Hewitt & Co.,
Wm. E. Coffin & Co., Boston. E. S. Chesbrough, Chicago.
S. M. Felton, Esq., Philadelphia.


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and BUILDERS in AMERICA, being used in most every
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thoroughly papered barrels—each barrel containing 300
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CITY, N. J., (opposite the City of New York), at all
seasons of the year, thus avoiding all unnecessary handling.
The better condition, therefore, in which its articles are
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its Hydraulic Rosendale Cement, Calced Plaster, Farmers'
Plaster, and Marble Dust; and which, if used by persons of ex-
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Please address, Hudson River Cement Company,
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N. B.—Freights obtained by good vessels on the best terms,
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warrant it equal in every respect to any manufac-
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Gutta Percha Cement applied to Tin and other Metal Roofs
will render them perfectly and permanently water-tight.JOHNS & CROSBLEY,
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It fully sustains the high reputation it has gained, as a
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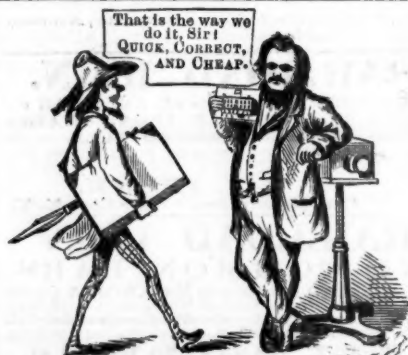
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